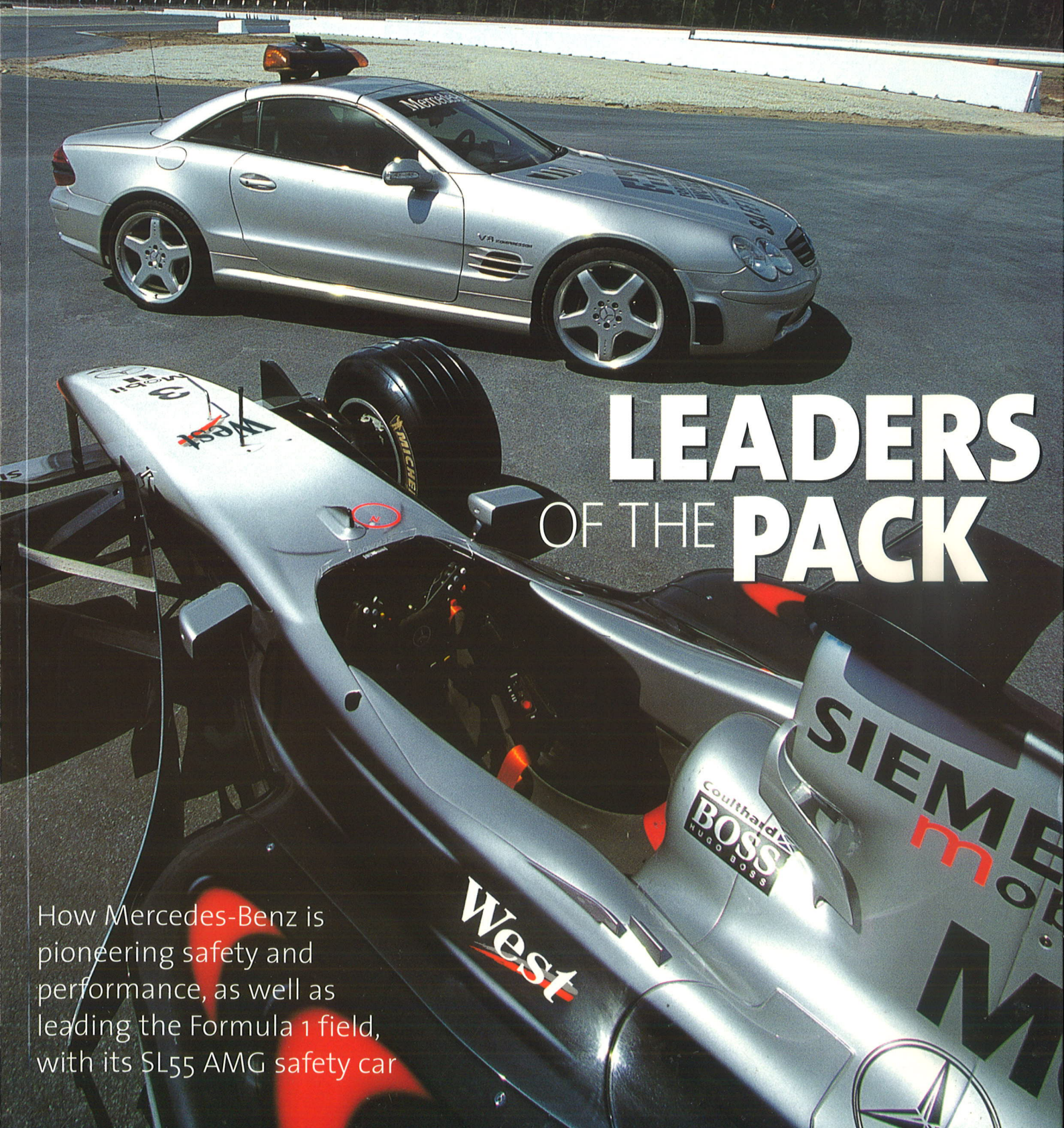


RacingLine

August 2002 £4.50
www.mclaren.com

by **McLaren**



LEADERS OF THE PACK

How Mercedes-Benz is pioneering safety and performance, as well as leading the Formula 1 field, with its SL55 AMG safety car

The new CLK-Class



Item 1 on the pre-nup.

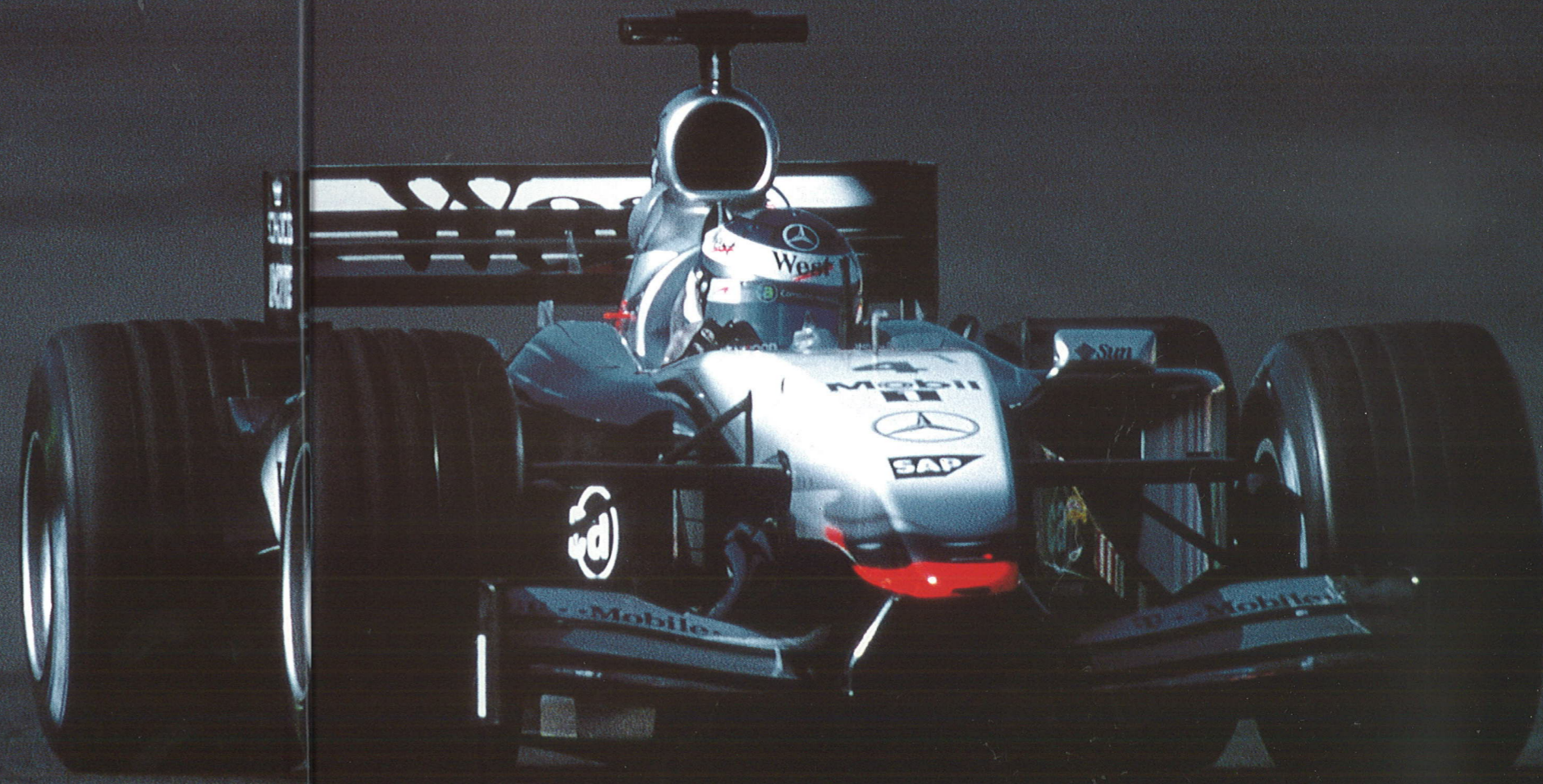
The New CLK-Class Coupé from £27,240 on the road. Call 0800 77 66 55 for more details or visit www.mercedes-benz.co.uk Car featured is a CLK 320 Elegance with optional alloy wheels at £35,070 on the road (includes delivery, number plates, first registration tax and a full tank of fuel).



Mercedes-Benz

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McLaren's Roll of Honour

Eight Constructors' Championships

1974 - M23-Ford, 73 points
1984 - MP4/2-TAG Porsche, 143.5 points
1985 - MP4/2B-TAG Porsche, 90 points
1988 - MP4/4-Honda, 199 points
1989 - MP4/5-Honda, 141 points
1990 - MP4/5B-Honda, 121 points
1991 - MP4/6-Honda, 139 points
1998 - MP4-13-Mercedes, 156 points

Eleven Drivers' Championships

1974 - Emerson Fittipaldi - M23-Ford, 55 points
1976 - James Hunt - M23-Ford, 69 points
1984 - Niki Lauda - MP4/2-TAG Porsche, 72 points
1985 - Alain Prost - MP4/2B-TAG Porsche, 73 points
1986 - Alain Prost - MP4/2C-TAG Porsche, 72 points
1988 - Ayrton Senna - MP4/4-Honda, 90 points
1989 - Alain Prost - MP4/5-Honda, 76 points
1990 - Ayrton Senna - MP4/5B-Honda, 78 points
1991 - Ayrton Senna - MP4/6-Honda, 96 points
1998 - Mika Häkkinen - MP4-13-Mercedes, 100 points
1999 - Mika Häkkinen - MP4-14-Mercedes, 76 points

2002 GP Calendar

21 July - French GP (Magny-Cours)
28 July - German GP (Hockenheim)
18 August - Hungarian GP (Hungaroring)
1 September - Belgian GP (Spa-Francorchamps)
15 September - Italian GP (Monza)
29 September - United States GP (Indianapolis)
13 October - Japanese GP (Suzuka)

2002 GP Results

Australian GP: David Coulthard DNF; Kimi Räikkönen 3rd
Malaysian GP: David Coulthard DNF; Kimi Räikkönen DNF
Brazilian GP: David Coulthard 3rd; Kimi Räikkönen 12th
San Marino GP: David Coulthard 6th; Kimi Räikkönen DNF
Spanish GP: David Coulthard 3rd; Kimi Räikkönen DNF
Austrian GP: David Coulthard 6th; Kimi Räikkönen DNF
Monaco GP: David Coulthard 1st; Kimi Räikkönen DNF
Canadian GP: David Coulthard 2nd; Kimi Räikkönen 4th
European GP: David Coulthard DNF; Kimi Räikkönen 3rd
British GP: David Coulthard 10th; Kimi Räikkönen DNF

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InsideLine

It hardly needs me to tell our many fans and supporters that the British Grand Prix at Silverstone was a pretty dismal race for the West McLaren Mercedes team, although a detailed analysis of the events which contributed to that disappointment were complex and multi-faceted.

That said, from a corporate standpoint the responsibility for this state of affairs was ours and ours alone. I suppose it is ironic that the radio communications between the pit wall and both David and Kimi's cars was disrupted by the digital television link which we agreed to provide to enhance the sport's entertainment for the viewing public. In this case it inadvertently frustrated our own efforts, as acknowledged by a personal apology from those responsible for operating the system.

Nevertheless, there were also other self-generated factors to take into account and with which we should have coped. It was an embarrassing experience, but one which we intend to turn into a positive by means of a rigorous post-mortem which will hopefully prevent a repeat of such situations in the future.

However, notwithstanding this short-term set-back, the recent trend of the team's performances has been in the right direction and over the next few weeks we and our Partners will be implementing strategic adjustments to our operational infrastructure designed to capitalise on and accelerate this trend.

In the overall picture of things, though, we must say hats off to Ferrari for sustaining their level of competitiveness. We know what it is like to be the pacesetters in Formula 1 and we fully intend to restore McLaren to the dominant position that it has enjoyed so often in the past.

Ron Dennis CBE

TAG McLaren Group Chairman and CEO



BAE SYSTEMS extends West McLaren Mercedes Partnership; Radical new pitcrew cool suits unveiled at British Grand Prix

PICTURE CREDITS
LAT, HOCH ZWEI

FLYING HIGH WITH BAE SYSTEMS

The West McLaren Mercedes team announced a five-year extension of its long-standing Technology Partnership with global systems, defence and aerospace company BAE SYSTEMS at this year's British Grand Prix.

BAE SYSTEMS has been involved in both technology and personnel transfer with McLaren International for much of the last decade, with BAE SYSTEMS staff being regularly seconded to work at the West McLaren Mercedes team's Woking headquarters.

"This illustrates the value placed by both companies on the access to an unrivalled source of information, expertise and experience," TAG McLaren Group Chairman and CEO Ron Dennis said.

"A prime example is the secondment of BAE SYSTEMS experts to West McLaren Mercedes, encouraging innovative thinking and enabling both parties to draw on each other's knowledge and experience to deliver better solutions."

As BAE SYSTEMS CEO Mike Turner added: "We are putting a lot of effort into promoting engineering excellence and the contribution the industry makes to the UK economy."

"Our association with McLaren is useful as the company is a successful, British-based engineering enterprise and helps to raise the image of the profession internally and with the public as a whole."

"The synergies between us are extensive and the Partnership will continue to enable us to work closely together and achieve the competitive edge in our respective fields." ■



The high-performance technology used in the BAE SYSTEMS-built Eurofighter Typhoon and the West McLaren Mercedes MP4-17 has proved to be a useful learning experience for both companies

"THE SYNERGIES BETWEEN US ARE EXTENSIVE AND THE PARTNERSHIP WILL ENABLE US TO WORK CLOSELY TOGETHER"

MIKE TURNER, BAE SYSTEMS

FACTFILE: BAE SYSTEMS

- BAE SYSTEMS is world-class in prime contracting and systems providing capability across the land, sea, air and space sectors with the in-depth skills and capabilities to manage the most complex high-level system tasks.
- In 2001, BAE SYSTEMS boasted sales of £13.1bn (\$20.96bn). It employs 100,000 employees, with customers from over 120 countries on all five continents.
- BAE SYSTEMS has been involved in numerous high-profile aviation projects over the years, including, most recently, a leading role in the joint programmes for the Airbus commercial jet and the Eurofighter Typhoon.
- As well as naval ship design, BAE SYSTEMS also develops satellite systems for civil and defence navigation, communication and environmental monitoring.

GUESTS ENJOY BRITISH GRAND PRIX



The West McLaren Mercedes team played host to some famous faces at the British Grand Prix. US Open-winning golfer Ernie Els was a guest of Corporate Partner SAP, Linford Christie was a guest of TAG Heuer, while Gordon Ramsey was a guest of the team. Former tennis player Boris Becker and his son, Noah, were also guests of Mercedes-Benz for the European Grand Prix at the Nürburgring.



Ernie Els (top) and Boris Becker were both guests of the West McLaren Mercedes team

NEW SUITS HELP TO COOL DOWN TEAM

The West McLaren Mercedes team unveiled their new temperature-controlled suits for the 28 members of the pitstop crew during the Thursday pitstop practice sessions ahead of the British Grand Prix at Silverstone.

The suits, complete with new bespoke helmets which feature a flameproof integral visor, are the result of a nine-month project between Corporate Partner HUGO BOSS and Canadian company Med-Eng Systems, and are designed to fit in with the new team clothing range.

The suits themselves are derived from space-age technology and feature a network of pipes which transfer coolant from the pump in the backpack to keep the mechanics cool during the high-pressure of a pitstop. **To read more about the new West McLaren Mercedes cool suits, check out *Racing Line's* September issue**



DAVID TOURS NEW YORK

West McLaren Mercedes driver David Coulthard visited New York in the run-up to the Canadian Grand Prix to attend a variety of functions for the team's Partners.

As well as meeting management and employees of Mercedes-Benz USA, David unveiled a large TAG Heuer billboard on Sixth Avenue and took part in an interview with TAG Heuer CEO Jean Christophe Babin on Bloomberg Television.

David also attended a Partner cocktail event in the evening, before flying on to Montreal. **For an inside peek at David's New York tour, read *Racing Line's* behind-the-scenes feature in the September issue.**

WEST HOLDS DRIVER COMPETITION

West McLaren Mercedes Title Partner West is running a driving competition which will give the overall winner the chance to drive a West McLaren Mercedes MP4-16 Formula 1 car.

Six countries will host the initial knock-out selection process, which involves testing the prospective drivers' skills in karts and sportscars as well as their presentation and PR abilities.

Poland, Russia and Slovenia will host their selection rounds at Teesdorf in Austria on August 7-9, with the Czech Republic and the Slovak Republic holding their knock-out rounds at Brno

International Airport on August 17-18. Austria ends the preliminary round of judging at Teesdorf on August 26.

The chosen drivers from each country will enter a grand final, the West Race Day, at the Brno circuit in the Czech Republic in September.

The two-day event will involve the finalists driving a range of cars, as well as having to train in physical and mental race situations. The drivers will all be assessed by a panel of expert judges to determine the overall winner.



MCLAREN JOINS SPORT RELIEF CHARITY AUCTION

McLaren played a key role in the hugely successful, first ever running of the BBC charity event Sport Relief, which culminated with a television extravaganza on July 13.

The event, organised by Comic Relief and BBC Sport, was put together to help provide sport funding for underprivileged children, both in the United Kingdom and around the world.

West McLaren Mercedes was the only Formula 1 team involved, with a set of unprecedented donations to a charity auction. A full-size replica

of Mika Häkkinen's 1998 title-winning McLaren MP4-13, a set of Ayrton Senna's race overalls from his 1991 championship year, a pair of David Coulthard's overalls and a steering wheel used by Häkkinen in 1998 were among the lots.

Among the other top names involved from the world of sport were English footballers David Beckham and Michael Owen, globe-trotting yachtswoman Ellen McArthur, tennis ace Tim Henman, and five-times Olympic rowing gold medallist Sir Steven Redgrave.

REPORT ROUND 9, NÜRBURGRING 23/6/02
EUROPEAN GRAND PRIX



West McLaren Mercedes driver Kimi Räikkönen had a change of fortune in the European Grand Prix at the Nürburgring, scoring his second podium of the season after a run of bad luck in recent races forced him out of potential points-scoring finishes.

The Finn's team-mate, David Coulthard, did not have such a good day at the newly-revamped circuit in Germany, ending his race early after a mid-race collision with Juan Pablo Montoya while battling for fourth place.

At the start, David made another lightning getaway and almost jumped from fifth on the grid to third by squeezing between the Ferraris of Michael Schumacher and Rubens Barrichello into the new opening hairpin. The Scot was forced wide at the exit, however, and dropped back to fifth ahead of a similarly fast-starting Kimi.

By lap five, though, both drivers were right back with the Williams duo of Ralf Schumacher and Montoya, which had started on the front row, but were now suffering a drop-off in pace. On lap 25 David outbraked Montoya on the run into turn one, but the Colombian half-spun and reversed heavily into David's front-right wheel. Both cars were instant retirements.

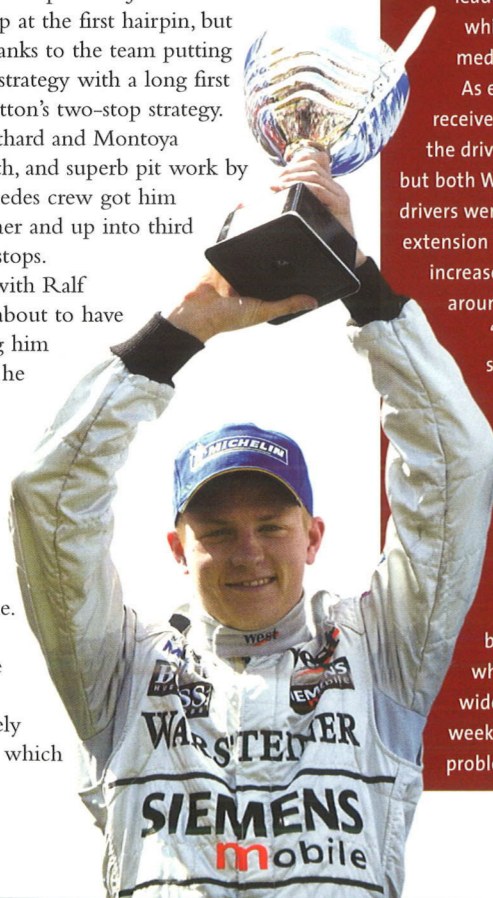
"I'm disappointed, because the car felt good," said David. "We were quicker than the Williams, and things were looking positive. Montoya was slower in the corners, but fast in a straight line, so my only opportunity was the first corner. I gave him room so we could do the corner together, and my plan was to be on the inside for the next corner. Unfortunately, he lost his back end, went into the side of me and that was it."

"It wouldn't have happened if I hadn't been on the outside, but if I hadn't been there I wouldn't have been able to overtake. These incidents are part of grand prix racing, but it's a shame, as neither of us gained anything."

Kimi had earlier lost sixth place to Jenson Button after running wide on a bump at the first hairpin, but regained the position thanks to the team putting the Finn on a one-stop strategy with a long first stint, compared with Button's two-stop strategy. The retirement of Coulthard and Montoya moved Kimi up to fourth, and superb pit work by the West McLaren Mercedes crew got him ahead of Ralf Schumacher and up into third during the mid-race pitstops.

"I had a good battle with Ralf Schumacher, and I was about to have another go at overtaking him when the team told me he was coming in for his pitstop," Kimi said. "Because I had more fuel, I was able to stay out for a few more laps and opened up enough of a gap to get ahead when I came in for mine."

"We had the right strategy today, and while we were not as quick as Ferrari, we were definitely faster than the Williams, which is good news." ■

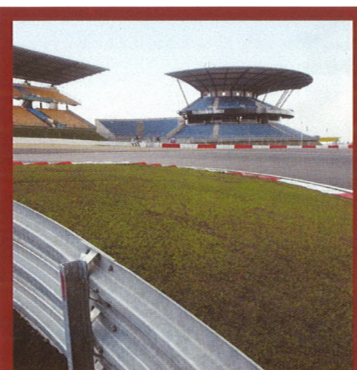


TRACK FACTS NÜRBURGRING

Lap distance	5.1 km
Race length	308.6 km
Number of laps	60
Grands prix at the Nürburgring	32
McLaren wins at the Nürburgring	3

McLAREN WINS EUROPEAN GP

1997	Mika Häkkinen	MP4-12	Jerez
1993	Ayrton Senna	MP4/8	Donington Park
1984	Alain Prost	MP4/2	Nürburgring



COMPLEX TURNS

The old first corner of the modern Nürburgring circuit – an open chicane that was the scene of numerous first-lap accidents – was heavily revised for this year, with a tight hairpin now leading into a tricky sequence which combines four slow and medium speed corners.

As ever, any new piece of track receives a mixed reaction from the drivers of the Formula 1 grid, but both West McLaren Mercedes drivers were upbeat about the 600m extension to the circuit, which increased the average lap time by around 15 seconds.

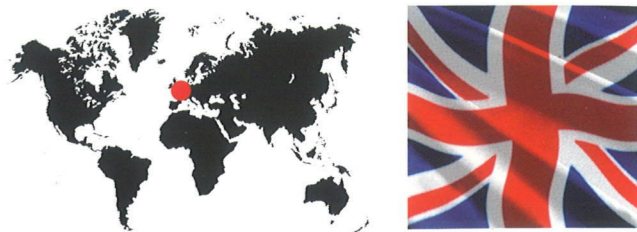
"It's different, for sure," said Kimi Räikkönen of the new Mercedes-Benz Arena. "It gives a few more opportunities for overtaking into the first corner, so it should be good for the spectators. It's quite bumpy, though. There's a big bump under braking and then you lock wheels, which is why I went wide a couple of times over the weekend. That's the only problem, really."

BOTTOM LEFT Kimi Räikkönen celebrates his second podium finish of the year for the West McLaren Mercedes team after a sterling drive to third place from sixth place on the grid

"WE HAD THE RIGHT STRATEGY TODAY, AND WHILE WE WERE NOT AS QUICK AS FERRARI, WE WERE DEFINITELY FASTER THAN THE WILLIAMS, WHICH IS GOOD NEWS"



BRITISH GRAND PRIX



The West McLaren Mercedes team endured a frustrating British Grand Prix at Silverstone. The changing conditions, allied to communications problems caused by radio interference (see sidebar), resulted in a flurry of pitstops for drivers David Coulthard and Kimi Räikkönen to find the right tyres to match the conditions.

Before the start, both drivers were promoted a place when second-placed Rubens Barrichello stalled and was forced to start from the back of the grid. David and Kimi then got good getaways to retain their fourth and fifth positions in the first-corner tussle.

On lap three, Kimi took advantage of a mistake by Ralf Schumacher to move up into third place through Copse corner. David also tried to pass the German on the exit of the fast kink, but was baulked and had to be content with chasing the Williams until the first pitstops.

It was clear, though, that the light rain from earlier in the day had returned and was now getting worse. As conditions deteriorated, the majority of the field pitted for wet tyres on lap 13, including the West McLaren Mercedes of Kimi.

David, though, was forced to stay out on-track by a radio problem. "I went on the radio to say I was coming in and, whilst the mechanics could hear me, the pitwall team had interference from the digital television commentators and were unable to hear me," he said. "When the team told me to come in, I was already past the pitlane entry." Given that clear skies were approaching, the West McLaren Mercedes team gambled by keeping David on slicks for two laps.

In the end, the rain actually worsened, and David was forced to pit for wets on lap 15. There were other problems on his mind, though, as brake problems forced him to run wide on several occasions at Club – one of the heaviest braking points on the track – losing time in the process.

After three more pitstops for different tyres on laps 24, 30 and 38, David eventually finished his home race in a disappointing 10th place. "To be honest, this is a British Grand Prix that I would rather forget," he admitted. "It has been a terrible afternoon for the entire team. We just seemed to be on the wrong tyres at the wrong time."

Kimi had run as high as third in the early stages behind the battle for the lead, but was also caught out by the tyre situation as conditions worsened. "When the rain started, I immediately went into the pits, but I hadn't informed my crew early enough," he said. "They were not quite ready and I think that this just upset our usual rhythm." The Finn also stopped on laps 24, 29 and 38 as the team tried to find the tyres to match the conditions, but was ultimately forced to retire from 10th place on lap 45 with an engine failure. ■



TRACK FACTS SILVERSTONE

Lap distance	5.1 km
Race length	308.4 km
Number of laps	60
Grands prix at Silverstone	36
McLaren wins at Silverstone	10

MCLAREN WINS BRITISH GP

2001	Mika Häkkinen	MP4-16
2000	David Coulthard	MP4-15
1999	David Coulthard	MP4-14
1989	Alain Prost	MP4/5
1988	Ayrton Senna	MP4/4
1985	Alain Prost	MP4/2B
1984	Niki Lauda	MP4/2 (Brands Hatch)
1982	Niki Lauda	MP4/1B (Brands Hatch)
1981	John Watson	MP4/1
1977	James Hunt	M26
1975	Emerson Fittipaldi	M23
1973	Peter Revson	M23

RADIO PROBLEMS

Radio communications play an increasingly important part in modern-day Formula 1, particularly as pitstop strategy has become such a crucial element of each and every race.

Imagine the frustration of David Coulthard and the West McLaren Mercedes team members on the pitwall, then, when they were unable to talk to each other about when to come in for wet tyres when a rain-shower drenched the circuit in the early laps of the British Grand Prix.

Instead, the pitwall engineers could only hear a description of the race, courtesy of a mixed frequency with the television commentary team for Formula 1's digital television feed.

With no order to come in from the team, David had to stay out on slicks for two laps, losing a significant amount of time to his rivals in the process. From there, his race strategy was always going to be a compromise.

As Ron Dennis pointed out: "Our dry weather performance supported the view that a podium place was possible, however unexpected pitstops, coupled with a significant interference on our pitwall communications system, did not place us in a position for even a top six result. As always we will make sure these problems are not repeated."

MAIN Kimi Räikkönen ran in the top three early on in the British Grand Prix, but was frustrated by the changing conditions and an eventual engine failure

BOTTOM LEFT David Coulthard suffered a number of problems, including fading brakes and a tough choice on tyres, on his way to 10th position





Safety and performance. Two extremes of the motoring world that would seem to go together like matches and gasoline.

Performance invariably means probing the outer limits of engine and chassis performance, while safety implies the exact opposite – caution, compromise and margins for error.

Trust Mercedes-Benz, then, to fly in the face of convention and meld these two seemingly incompatible elements into a car that incorporates the very best of both worlds, with no compromise accepted. The most curious aspect of this machine, however, is that it has yet another facet to its complex character.

As well as being one of the world's best-received luxury sportscars, with a safety specification to match its high-velocity performance, the SL55 AMG also has a weekend role to back up its day job. When you need a car that can keep ahead of, and control the pace, of the Formula 1 pack while on-track

incidents are handled, a run-of-the-mill road saloon just will not do. The SL55 AMG, on the other hand, will.

Since 1996, Mercedes-Benz, along with its involvement with the West McLaren Mercedes team, has supplied Formula 1's governing body, the FIA, with organisational and medical cars to uphold the high standards in which every aspect of the Formula 1 paddock is maintained. At the heart of this is the safety car, brought out to control the pace of the field if an on-track accident requires marshals to work in a position that would be dangerous if cars were to continue at racing speeds. The same applies to really wet track conditions.

The role of the safety car is, in itself, composed of two diametrically-opposed ideals. Its main role is to control the pace of the Formula 1 pack, especially around the scene of accidents. But, travel too slowly, and the safety car is actually putting the drivers at more risk of accidents when the race re-starts. >>

PACEMAKER

The Mercedes-Benz SL55 AMG has a dual role that defies convention. First, as one of the world's pace-setting sportscars; secondly, as the safety car that controls the pace of the high-powered Formula 1 field

WORDS TOBY WALLER PHOTOGRAPHY CHARLES COATES

THE FORMULA 1 SAFETY CAR

When Formula 1 cars, such as the West McLaren Mercedes MP4-17, travel at low speed, they don't corner fast enough to maintain the tyre temperatures required to keep the inside air pressure at its ideal level. As a result, the ride-height is reduced from its optimum and the cars are in danger of bottoming out on the track, which could lead to an accident.

Surprisingly, the SL55 AMG has had very little tuning to enable it to step up to this challenge. Items such as the brakes have been upgraded and lights mounted atop the roof, but look inside the cockpit and, aside from a few badges to signify its unique role, the safety car looks like a car fresh off the production line. Certainly, pioneering chassis developments from the standard SL55 AMG, such as Sensotronic Brake Control and Active Body Control, mean that the safety car is already at the pinnacle of road car performance, both in terms of cornering and safety.

As well as being a pioneering machine in its own right, the safety car also requires a unique driver. He must be able to drive as quickly as possible around the circuit, but also needs to be aware of what is going on behind him, as well as keeping in touch with race

control – all without ever risking an embarrassing accident.

For Bernd Mayländer, the man who fills this role, losing control in front of millions of television spectators – as well as the Formula 1 pack itself – would be his worst nightmare. "I would have to find the quickest way out of the circuit," he smiles. "And it wouldn't be the paddock – I think I'd be looking to go through the forest."

Bernd is ideally qualified for the task, though, with plenty of experience of high-powered sportscars from the German Porsche Carrera Cup, the FIA GT Championship and the German DTM touring car series, in which he drives for Mercedes-Benz. He first drove the safety car for Formula 3000 races in 1999, taking over from Oliver Gavin for Formula 1 in 2000.

A typical weekend starts on Thursday afternoon with an hour-long safety car test session. This allows Bernd to get a feel for the track layout, which, for circuits new to the calendar, or revised layouts (such as at the Nürburgring and Hockenheim this year), may be as new to him as it is to the Formula 1 drivers themselves. The test is also used to check that all the beacons and transponders for the official TAG Heuer Formula 1 >>

>SL55 AMG SPECIFICATION

DIMENSIONS

Length 4535mm
Width 1815mm
Height 1298mm
Wheelbase 2650mm
Weight 1955kg

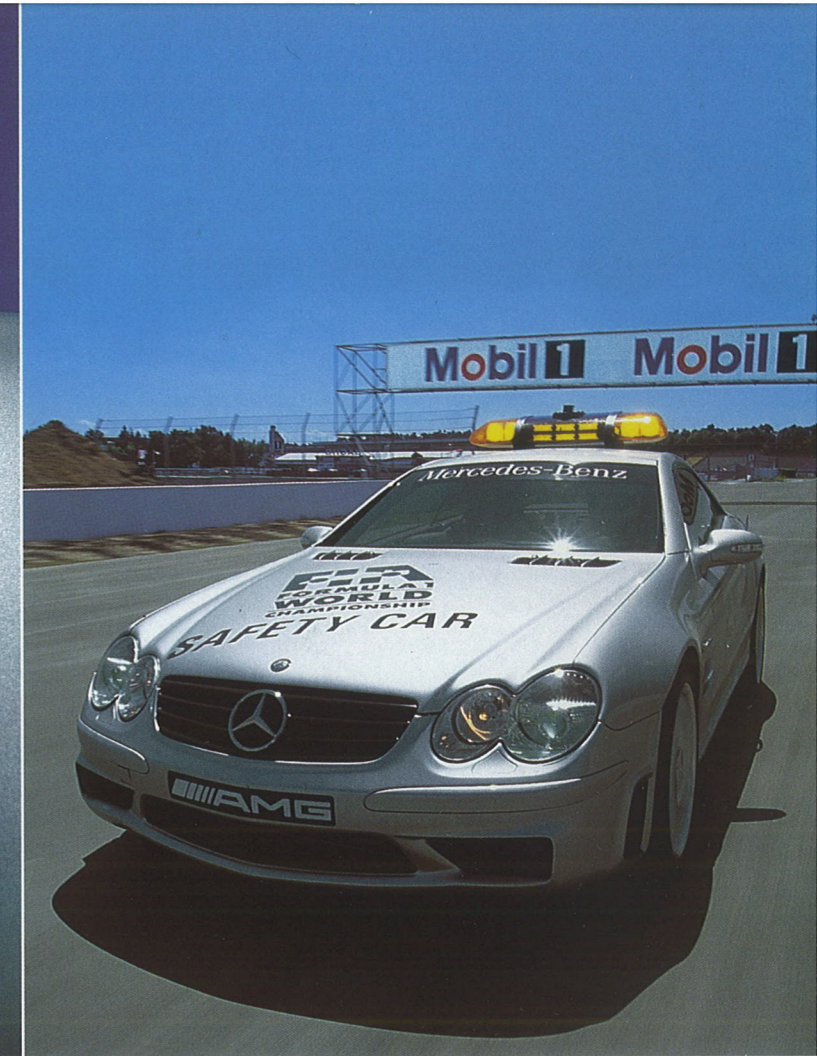
ENGINE

Engine size 5.5-litre
Engine type Supercharged V8
Max. Power 500bhp @ 6100rpm
Max. Torque 700Nm @ 2650rpm
0-100kph time 4.7 seconds
Top speed Electronically limited 250kph

CHASSIS

Brakes Electrohydraulic, with Sensotronic Brake Control
Brake Discs 360mm diameter
Brake callipers Eight-piston fixed callipers with four pads
Transmission Five-speed automatic, with Formula 1-style paddle shift option
Wheel Rims 18-inch multi-spoke
Tyres (Front) 255/40 R18; (Rear) 285/35 R18
Front Suspension Four-link suspension with Active Body Control
Rear Suspension Multi-link independent suspension with Active Body Control
Bodyshell Aluminium / high-strength steel

* All statistics relate to standard road car



TOP LEFT The 5.5-litre V8 Kompressor at the heart of the SL55 AMG enables the safety car to sprint to the front of the Formula 1 pack, and stay there
TOP RIGHT The powerful roof-mounted lights are turned off to indicate to the following pack that the safety car will be pulling back into the pits again
BOTTOM The interior of the Mercedes-Benz Formula 1 safety car is not radically different to the standard production version of the SL55 AMG. Tell-tale signs, such as the in-car camera and badges on the dashboard signify this machine's unique role, though

The view of the Mercedes-Benz SL55 AMG safety car that Formula 1 drivers get to see most often. The AMG badge denotes that this car is a step above a normal, road-going sportscar



SAFETY CAR HISTORY

A safety car was first used in Formula 1 in the 1973 Canadian Grand Prix (a race, coincidentally, that McLaren driver Peter Revson won). However, until 1992, this practice was limited to races on the North American continent.

Between 1992 and 1996, though, a wide variety of high-performance cars were used to fill the role of the safety car, and there were serious concerns among some of the drivers that these were not up to the job of staying safely ahead of the Formula 1 field, even at low speed.

In 1996, Mercedes-Benz was approached with the idea of a full-time fleet of safety vehicles, including a medical response and safety car. "It was a big privilege," says Thomas Buehler, who is responsible for Mercedes-Benz's motorsport marketing. "A part of Formula 1 such as this needs to be done in the best way possible.

"It's also the best place you can put a road car. It's out of its natural environment, but you get a lot of recognition in front of millions of viewers. It's very good for our image."

The programme has always been a great chance for Mercedes-Benz to showcase its top-of-the-range, high-performance saloons, such as the CLK 230 Kompressor, CLK55 AMG, CL55 AMG and now the SL55 AMG, but Mercedes-Benz has also learned things from the safety car programme that have been transferred to the road cars, both in performance and safety. This doubles the value it already gets from its Formula 1 involvement with the West McLaren Mercedes team. As Thomas admits: "A race track is the toughest environment on which to learn – every mile on a racing circuit is worth a lot more on the road."

This has even spawned radical new road car developments. "Initially, we used a CLK 230 Kompressor," Thomas says, "but we soon realised that we needed an even quicker car, so we started to work with AMG on what more we could do. They realised we could put a 5.5-litre engine in. We tried it and so, in a way, the safety car really started the idea for a production car." ■

1 timing system are working properly.

Bernd also has to be at the drivers' safety briefings over the course of the weekend. "The Formula 1 drivers always have questions about what's going on when the safety car is on the circuit," Bernd says. "It's nice for me, because for one small moment I am the most important racing driver in their lives. It's only a small moment, though!"

It is once the hour-long Formula 1 qualifying session on Saturday afternoon is finished, though, that Bernd's role steps up a gear. As well as his Formula 1 role, Bernd also acts as the safety car driver for Formula 3000 events and the other support races at each grand prix.

During the races, Bernd and the safety car co-driver, FIA Fuel Analyst Peter Tibbets, will watch the action on a small monitor in the centre console of the car. "There's always a lot of adrenaline," Bernd explains. "Especially at the start, because that is the most dangerous part of the race."

It can be a long, tiring two hours for the personnel in the safety car, especially if, as everyone hopes, they are not required. "We have to sit in the car with our safety belts, helmets and overalls on, so that we can go onto the track at a moment's notice," Bernd says. "We also have to keep the window closed, because we need to be able to talk to each other and hear information from race control. Luckily, the SL55 AMG has

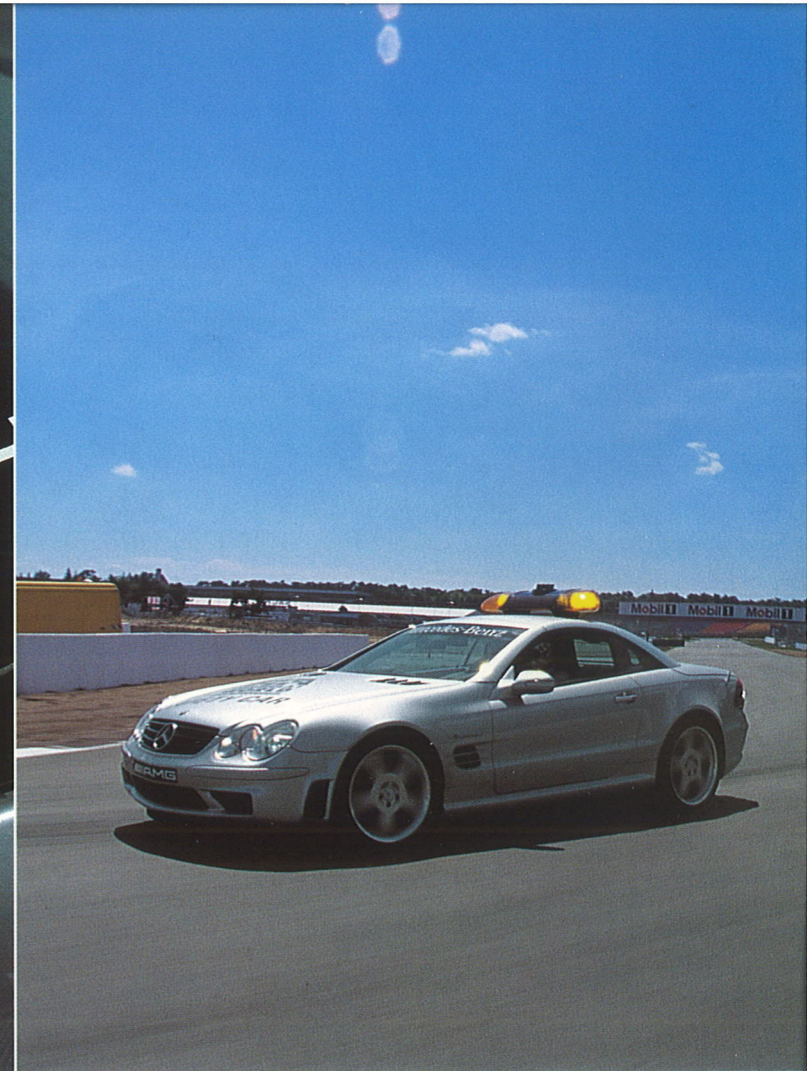
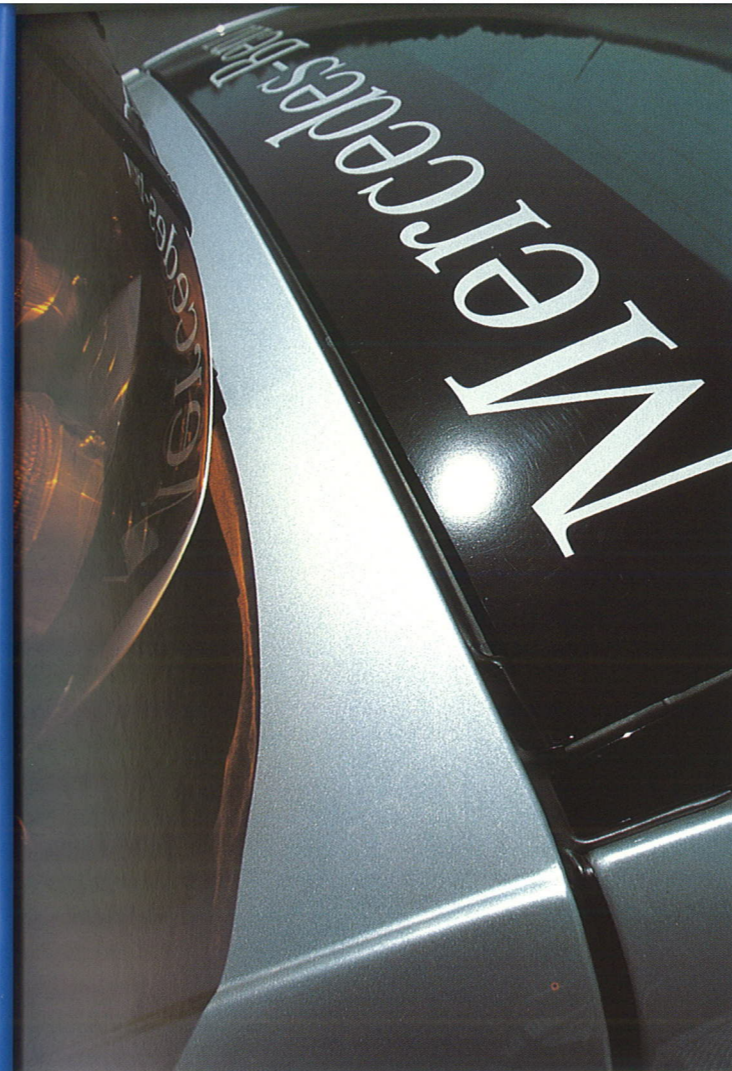
good air conditioning, so it's cool."

At the first sign of any incident that could prompt a potential appearance by the safety car, Bernd is primed to go out on track. "The engine is always running and after three years in the job you tend to know if it will be a safety car period or not," says Bernd. "It's then just a matter of waiting for the command, because I know that I have to be quick to get out on the track. I could be called when the cars are on the pit straight."

Driving the car is an art in itself. Peter Tibbets talks with race control and keeps track of the field behind, allowing Bernd to focus on the road ahead. "I'm having to go pretty quickly," Bernd admits. "We're doing about 240kph at the end of the straights, and I have to brake very late and push hard in the corners, as this is where the biggest difference between a road car and a Formula 1 car is.

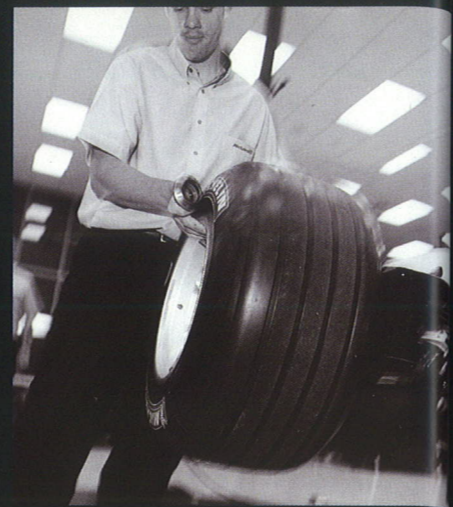
"It's my job to drive on the limit, but safely. It's different to driving in a race, where you drive at 100 percent. In the safety car, it's more like 85 to 90 percent. You can't take any risks, and there's no point, as you can never win the race."

And that is the final irony in the whole dichotomy of the Mercedes-Benz safety car. For a car that has been built to lead the Formula 1 pack, it can never be the victor. It is quite clear, however, that the SL55 AMG still manages to find plenty of other ways in which to be a world-beater. ■



ABOVE RIGHT AND ABOVE LEFT Safety and performance – only Mercedes-Benz could manage to combine the two extremes in one machine
LEFT The SL55 AMG is an impressive sight, especially around the revised Hockenheim layout BOTTOM Bringing the safety car out allows the Formula 1 race organisers to control the pace of the field in the event of incidents, such as the first-corner accident at this year's Australian Grand Prix





DRESS REVERSAL

After every race, the West McLaren Mercedes MP4-17 race cars must be stripped down and rebuilt ready for the next event. *Racing Line* secured an exclusive, behind-the-scenes look at the process the day after the Monaco Grand Prix

WORDS HENRY HOPE-FROST PHOTOGRAPHY MARC BURDEN



The team goes to work as soon as the cars are wheeled into the race bays back at base in Woking on the day after a grand prix. Every major component is stripped off, from engine to gearbox, bodywork, brakes and suspension

The continued success of the West McLaren Mercedes team can be attributed to numerous factors, not least of which is the skill and dedication of the mechanics who toil night and day to optimise the performance of the cars at each and every one of the 17 races that make up the Formula 1 calendar, not to mention the rigorous test schedule that runs alongside.

While the efforts of drivers David Coulthard, Kimi Räikkönen and Alex Wurz are measured very publicly, the hard work put in by the mechanics and engineers goes largely unnoticed, particularly behind closed doors back at the team's Woking headquarters. The chance to spend the day with the West McLaren Mercedes team the day after a grand prix, then, offers a very real opportunity to witness, first hand, the incredible chain of events that occur when the team's trucks arrive back from a typical race weekend.

On this occasion, there is a particular buzz about the place. The transporters arriving at the loading bays to the rear of the facility carry the chassis used in the previous weekend's Monaco Grand Prix, including the car of eventual race-winner David Coulthard.

Each of the three cars – one for David, one for Kimi and a spare, although the team carry enough parts to construct a complete fourth car

should the need arise – is brought into its own dedicated area referred to simply as a 'race bay'.

With almost surgical attention to detail, each car is then stripped of all its major components such as bodywork, engine, gearbox and suspension, as well as many of its minor components. A modern Formula 1 car is a complex machine made up of thousands of tiny and sophisticated parts, all of which need attention from time to time – particularly to ensure that they have not worn out. Much of the modern Formula 1 car is also controlled electronically, so you only need imagine what is involved when a car suffers electrical maladies.

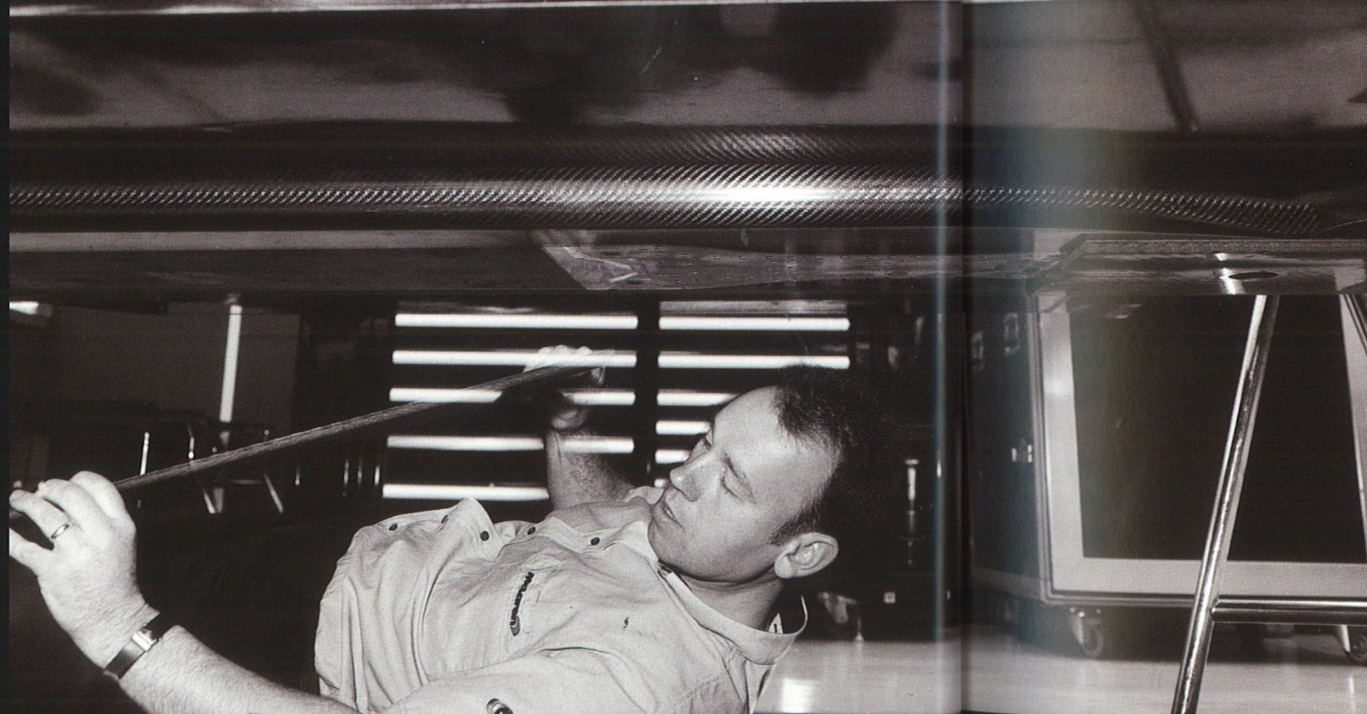
Standing with Stephen Giles, Chief Mechanic at West McLaren Mercedes, talking about some of the details of the strip down and rebuild process, it is difficult to find a focal point, such is the speed at which the mechanics work. Very quickly the cars resemble carcasses, the vital organs removed and ready for attention.

"The engine is the only part of the car that is not serviced here at Woking," Stephen explains. "The other major components, such as the gearbox, suspension and bodywork, are all manufactured and attended to here on site at Woking."

"On the Monday morning after a race, someone from Ilmor >>>



“WHAT IS TRULY AMAZING IS HOW THE MECHANICS MANAGE THEIR TIME AND RESOURCES WHEN THERE SEEMS TO BE SO MUCH TO DO IN SUCH A SHORT TIME”



Engineering, who build the Mercedes-Benz engines, will be here to take them back to Northampton. Once we have stripped all the ancillaries off, the team from Ilmor Engineering will do a meticulous rebuild, which is required for a modern, high-revving Formula 1 engine to remain in peak physical condition. Also, if Ilmor Engineering have new upgraded components scheduled for introduction in the engine, perhaps for increased performance or reliability, then they will also be fitted at this time.”

There are a myriad jobs to do in the strip-down and time is tight, with just four days for the entire job. Each of the three mechanics allocated to each car knows their role, though, and gets on with it, with quiet efficiency

The West McLaren Mercedes team has long recognised that in its quest to be the best it helps enormously if the team has total control over the components that form the basis of the finished product – the reason why the majority of components from the car are built in-house rather than being out-sourced to other companies. “Absolutely,” agrees Stephen. “It also saves so much time. For example, people from the relevant departments of the team can be here in a second if anything specific is required of them.”

No sooner has Stephen said this, than that very thing happens. On this occasion it is Paintshop Manager George Langhorn – the man responsible for the stunning livery of the cars. He carefully analyses what is required of his team in anticipation of used bits of bodywork arriving at his department for repainting.

The strip-down is clearly running like clockwork, but what is truly amazing is how the mechanics manage their time and resources when there seems to be so much to do in such a short time. “It’s typical West McLaren Mercedes, really,” admits Stephen. “We have highly-skilled mechanics here, all of whom are drilled to military standards. They know precisely what has got to be done and by when. We can’t afford the slightest slip-up.” >>

REBUILD TIMETABLE

DAY ONE AM

- > Trucks unloaded. Three cars (David, Kimi and a spare) allocated to individual racebays. Three mechanics per car – one for engine, one for gearbox, one for front suspension, uprights and brakes
- > Engines removed and transported to Ilmor Engineering’s headquarters in Northampton
- > List of items established for crack-checking, rebuilding and proofing
- > List of items established for carbon fibre shop or paintshop

DAY ONE PM

- > Parts for cleaning and refurbishment are sent to individual departments (gearbox shop, sub-assembly, suspension etc.)

DAY TWO AM/PM

- > Day spent cleaning additional parts removed from cars (subject to mileage and/or age: brake callipers, fuel system, filters)

DAY THREE AM

- > Chassis returns from paintshop
- > Engines back from Ilmor Engineering after rebuild and dyno test
- > Fuel systems overhaul finished
- > Qualifying and race gearboxes return from gearbox shop
- > All other components returned to race bays for refitting to cars: wishbones, steering rack, uprights, pedals, items from sub-assembly
- > Engines redressed with exhausts and hydraulics

DAY THREE PM

- > Engines refitted to cars
- > Front suspension refitted to cars
- > Gearboxes re-fitted to cars and hydraulics bled-up
- > Cars now ready for test start

DAY FOUR AM

- > Ilmor Engineering team present at 8:00 am for engines to be started
- > All three cars started and systems checked by lunchtime
- > Floors and bodywork fitted
- > Brakes bled-up

DAY FOUR PM

- > Set-up sheets analysed for forthcoming grand prix
- > Noses and rear wings fitted
- > At the end of the day, the cars are ready for loading onto trucks or to be transported to the next grand prix



Some components may look alright on inspection, but the strip-down team has to check every single part in case of a hidden flaw that will hamper the team at its next outing. No sooner has the stripping of a car been completed than the rebuild starts so that it's ready to go and pristine by the middle of day four



“BY THE MIDDLE OF THE MONDAY AFTERNOON, THE CHASSIS ARE DOWN TO THEIR MOST BASIC FORM, YET THERE IS STILL MUCH TO DO”

True to form, the suspension from David Coulthard's chassis appears in its naked form on the workshop floor. It appears to be in rude health, particularly for a component that has completed 78 gruelling laps of the notoriously tough Monaco circuit. Appearances can be deceptive, though.

“There may well be nothing wrong with it,” Stephen says, “but we still have to check it. It may be cracked internally or displaying signs of fatigue. Imagine sending David, Kimi or Alex out onto the circuit in a car with cracked suspension...”

This particular strip down poses additional problems, as the next race on the schedule is the Canadian Grand Prix – a ‘fly-away’ race that requires a quicker turnaround on the car than normal.

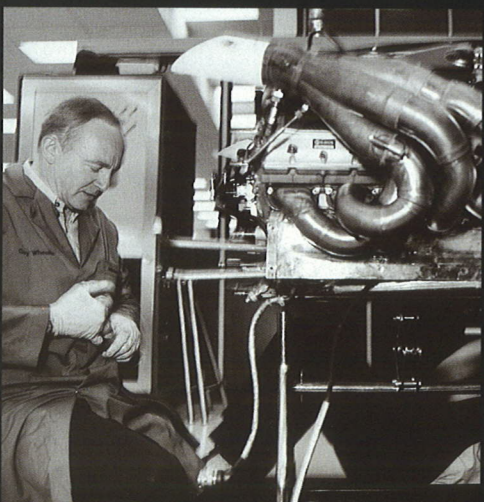
“Things are tighter when we have a fly-away race to prepare for,” says Stephen. “The cars and equipment have to go out that much earlier. In fact, the break between Monaco and Canada is the tightest on the schedule because the cars have to be sent out over a week before the race. We have to do the strip-down and rebuild in just over half the time we get between European races.”

“The gap between the European Grand Prix at the Nürburgring and our home race, the British Grand Prix at Silverstone, gives us the biggest breathing space – but that's because it's just up the road, of course. There's less of a panic when the cars don't have to go to the circuit until the Wednesday before the race.”

A peak at the strip-down job sheet reveals a frighteningly complex list of tasks, yet, one-by-one, the boxes are ticked. With metronomic efficiency the team of mechanics continue undistracted by people walking around them. These guys are the unsung heroes. Their accuracy and attention to detail can make the difference between winning and not, in a sport where the gap between the two extremes is measured in thousands of a second. It is no wonder that they have to be, and are, so good at their jobs.

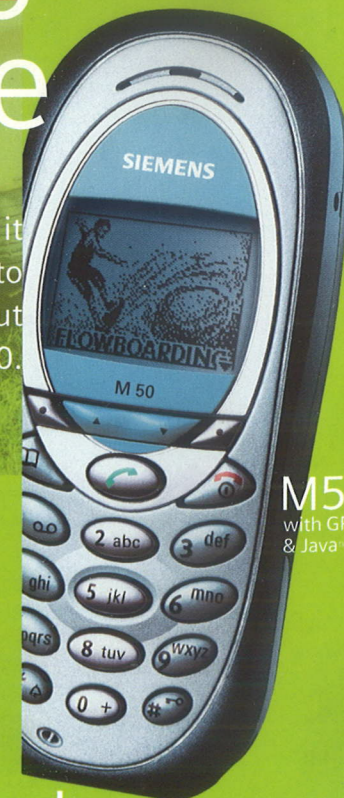
Although, by the middle of the Monday afternoon, the chassis in the race bays are now down to their most basic form, there is still a lot yet to do (see sidebar). “We allocate four days for the whole job to be done,” Stephen explains. “That's for all the components to be stripped off the cars, checked, replaced or updated as necessary and then be fitted back on to the respective chassis. And that includes the engines' round-trip to Ilmor Engineering plus any time needed by the bodywork in the carbon shop or the paintshop.”

Looking at a West McLaren Mercedes in a state of undress is a surreal experience. It really is about as sophisticated as you can get, and when you see one in action from race to race, either on the television or from your grandstand vantage point you will now undoubtedly appreciate the extraordinary amount of hard work that has gone on behind-the-scenes to get it there. ■



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ARE YOU SITTING COMFORTABLY?...

When Lisa Dennis was inspired by bringing up her family to write a series of children's books, the subject matter was obvious. The globe-trotting tales of grand prix racers Mac and Lauren are now set to entertain and educate children everywhere

WORDS MATT BISHOP ILLUSTRATIONS RED GIRAFFE PHOTOGRAPHY LAT

...THEN WE'LL BEGIN!

Behind every great man, so they say, is a great woman. And, although Ron Dennis would never refer publicly to himself as a great man, he is only too happy to use the g-word about Lisa, the Californian woman he married 17 years ago. In fact, he has done so often. "Lisa is a great lady," Ron has admitted, "a first-rate lady. She's extremely smart. She's totally supportive. We've been through some real difficulties together – and, through it all, she's shown herself to be a very, very special person."

But this story is not about Ron, nor even about Ron and Lisa. This story is about Lisa alone, and her new range of grand prix-themed children's books – featuring racing cars Mac and Lauren and their friends – that were unveiled at this year's British Grand Prix.

The launch event, held in the heart of the Formula 1 paddock at the West McLaren Mercedes team's Communications Centre, had children very much at its heart, with 19 youngsters from the Honeypot Home charity invited to take part.

"The Honeypot Home is a wonderful charity," Lisa says. "It devotes itself to offering underprivileged children a chance to enjoy some of the benefits, luxuries and joys that more fortunate kids take for granted. When you have the privilege to meet these children you realise that the majority are truly great kids: they aren't difficult, their

lives are. Meeting them makes you realise how lucky the majority of us are, and how important it is to share some of that luck around."

And, as you would expect from a children's book, Lisa's own family were very much the acorn for this particular project. "I first decided I might try to write these books, I guess, about five years ago," she explains. "I enjoyed literature at university. And, since then, like most mums, I've always read to my children [Charlotte, 14; Christian, 11; Francesca, 8]. I guess the inspiration for my books was the classic *Thomas the Tank Engine* stories written by the Reverend W Awdry. I've tried to make my books very accurate and informative about grand prix racing, just as the Awdry books were full of real detail about steam trains.

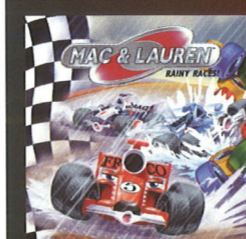
"Before I met Ron, I wasn't a big grand prix racing fan, but over the years, being married to someone as immersed in the sport as Ron is, you absorb more than perhaps you realise. So I now know quite a lot about grand prix racing, to be honest, and I've actually grown to love it.

"Even so, I still made sure that I used the expertise of dozens of West McLaren Mercedes people in order to make sure I've got all the details right. Not only Ron, but also [technical director] Adrian [Newey] and many of Adrian's technical team. Everyone has been fabulous, in fact."

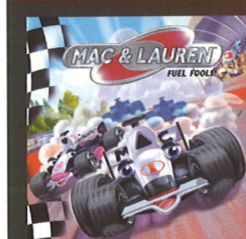
Since the books' principal characters are two silver cars called



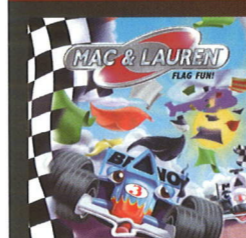
>THE BOOKS



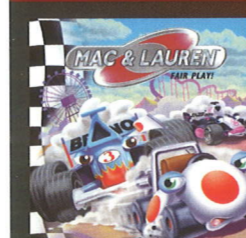
RAINY RACES
With storm clouds gathering over the Silverstone circuit for the British Grand Prix, naughty Bruno and Maddy trick Mac, Lauren and the rest of the cars into thinking it will be a dry race.



FUEL FOOLS
Mac and Lauren have developed a new top-secret fuel for the German Grand Prix at Hockenheim, but Bruno and Maddy want to steal their advantage to try and win the race.



FLAG FUN
Bruno and Maddy steal the marshals' flags to try and cause confusion in the United States Grand Prix at the Indianapolis track, but Mac and Lauren have been doing their homework.



FAIR PLAY
For the Japanese Grand Prix at the Suzuka circuit, Bruno tries to convince a little fun-fair kart to help him win the race ahead of Mac and Lauren. The friendly local has other plans for the trickster, though.



>THE CHARACTERS



MAC is sometimes hot-headed, but always heroic when the chips are down. He makes winning look easy!

LAUREN is cool and calm – unless she's tearing for the chequered flag, in which case you can't get near her!



LUCKY and **ROXY** are the team in yellow. Lucky's well-meaning but often winds up in trouble, while Racy Roxy's a car that loves to party – with a heart of gold.



BRUNO and **MADDY** are world champions – at trickery! Calculating and conniving, they stop at nothing to win the race!

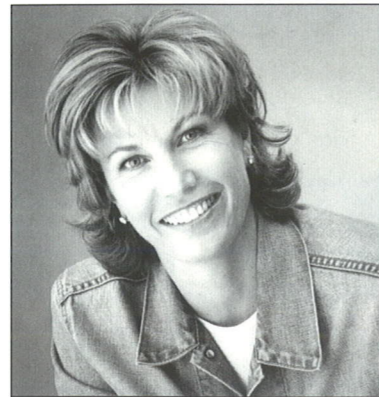
Mac and Lauren, Lisa would be foolish if she were to attempt to deny the clear similarities with her husband's team. "Yes, the match was deliberate," she admits, "but Mac and Lauren don't 'star' in all the stories. If all my readers end up deciding that Mac and Lauren are their favourite cars, then I'd say I'd failed. And none of the other cars correspond in any real way with the cars of other real grand prix teams."

Children's books are as much about pictures as they are about words, of course, and Lisa has been extremely careful to make sure that hers are both child-friendly and technically accurate – a narrow tightrope to walk. She did not draw the pictures herself, but selected a computer graphics company, Red Giraffe, whose graphic artists she briefed meticulously for each of the many illustrations in the books.

"It was a big job," she admits. "I had a clear idea of what the visuals should look like, and I described what I wanted for each page, but it was a two-way process. I write in a visual way, and I think that helped the graphics people to come up with something that matches the story. I also think visually. I found it much harder to write the book about the Malaysian Grand Prix than any of the others, for example, for the very simple reason that it's the one grand prix that I've never been to."

A total of 17 books in the series will eventually be published, each of which centres on a single grand prix.

The first – *Rainy Races* – is a Silverstone-based tale. Now, no *Racing Line* reader will need to be reminded that, prior to this season, McLaren had



won three British Grands Prix in a row (David Coulthard in 1999 and 2000; Mika Häkkinen in 2001) to boost their record to 12 in total.

Racing Line readers will also be delighted to hear that the unyielding strictures of Lisa's commitment to authenticity have demanded that she make her fiction ape truth: Mac wins; Lauren is second.

If you are married to a man for whom winning is everything, you can only be so impartial... ■

The *Mac and Lauren* series of books are published by Pocket Books, an imprint of Simon & Schuster UK, and are available for £6.99 from good bookstores or through Team McLaren on +44 (0)1274 771833



"I HAD A CLEAR IDEA OF WHAT THE VISUALS SHOULD LOOK LIKE. I WRITE IN A VISUAL WAY AND I THINK THAT HELPED THE GRAPHICS PEOPLE TO COME UP WITH SOMETHING THAT MATCHES THE STORY"



BELOW LEFT
West McLaren
Mercedes drivers
David Coulthard, Kimi
Räikkönen and Alex
Wurz joined the fun
for the Mac and
Lauren book launch at
the British Grand Prix



WILLS and **HARRY** fly the flag for Britain. Wills is a big advocate of the stiff upper lip, while Harry is impetuous and quick to flare up.



FRANCO – vain and arrogant – and **MARCO** – the aspiring younger teammate. Both passionate racers, they sometimes squabble so much they lose sight of their real goal – to win the race!

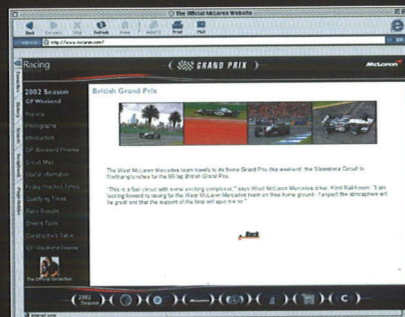


Racing

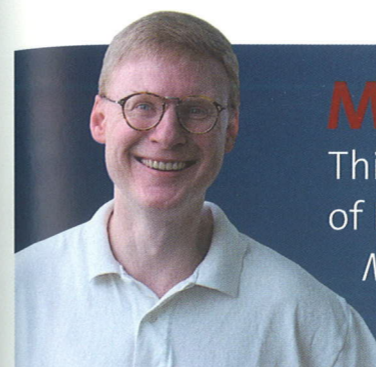
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MEMORIES OF McLAREN

This year's Canadian Grand Prix marked the 20th anniversary of Formula 1 reporting for Mathias Brunner of Swiss-based *Motorsport Aktuell*. One his favorite McLaren memories, however, goes back only a couple of years

I adore Spa-Francorchamps. The spicy air in the mornings. The dramatic weather changes. But most of all, I adore corners such as the Eau Rouge compression or the daunting Blanchimont left-hander which separates racing drivers from rent-a-car drivers.

Flashback to Spa-Francorchamps, 27 August 2000, lap 40. West McLaren Mercedes driver Mika Häkkinen has quickly gained ground on the leading Ferrari of Michael Schumacher. On the long uphill section towards Les Combes, he attacks, but Michael defends his line in one of his uncompromising moves. The left front wheel of the MP4-15 brushes the right rear of the Ferrari – at 320kph.

The next lap, Mika tries again, using the BAR of Ricardo Zonta – which both drivers are in the process of lapping – shrewdly. Mika dives to the inside of Ricardo, even though the track is still damp there; Michael zooms past on the outside.

The move is a monument of bravery for Mika. And he does it! Mika has not only managed to lap Ricardo, but also has gained enough of an advantage into Les Combes to take the lead from a stunned Schumacher.

It is rare that spontaneous applause bursts out among the hard-boiled members of the Formula 1 press pack, but on that day it does.

Even more impressive is Mika's off-track behaviour after the race has finished. Instead of whining publicly about Michael's defensive driving in the

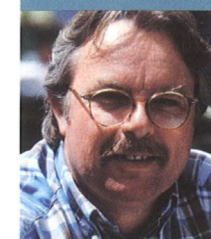
press conference, he takes him aside in the parc fermé and tells him, there and then, that he is far from amused about behaviour like that at over 300kph.

That is one reason why Mika, apart from Ayrton Senna, is one of the competitors that Michael respects the most. Amazing duels, but no endless nagging afterwards.

The scarce use of words by Mika has often been misunderstood. He is neither disinterested nor dull, but simply a man of few words and quiet humour, reflected beautifully in the television commercials for Mercedes-Benz that achieved cult status in Germany.

I miss seeing Mika race, but I am glad that he has taken a sabbatical as a happy father with a loving family, because nothing can possibly top what he did on that August afternoon in the Ardennes forests. ■

Profile



P.36 Keke Rosberg joined McLaren for his final season of Formula 1 in 1986. The Finn, who was among the fastest and most committed drivers of his era, proved to be just as quick as ever that season and remains one of McLaren's fondly-remembered drivers.

Retro



P.38 Emerson Fittipaldi won a rain-hit British Grand Prix in 1975 for McLaren, keeping his car on the straight-and-narrow while much of the rest of the opposition spun out in the tricky conditions. It was a win that kept him in contention for that year's title.



RIGHT Mika Häkkinen celebrates with West McLaren Mercedes mechanics after winning the 2000 Belgian Grand Prix

NOW AND THEN KEKE ROSBERG

Keke Rosberg, the first of the Flying Finns who have dominated Formula 1 over the last two decades with their flat-out approach, is fondly remembered at McLaren, despite only driving for the team for one season

WORDS EOIN YOUNG PHOTOGRAPHY LAT ARCHIVE

Keke Rosberg was one of the fastest and most flamboyant drivers of his era, with the ability to wring speed from some cars that had no right to go so fast. His pole position at Silverstone in 1985, for example – a 1m05.591s lap driven at an *average* of 258.983kph – is still talked about when the after-dinner discussion gets around to drivers who could stretch the envelope of sheer speed. “Frightening commitment,” as one Formula 1 expert put it.

Keke's parents were Finnish, but he was born in Sweden. He started his winning ways with karts in the 1970s, taking the Finnish national title three years in a row then ascended through the single-seater ranks via Formula Vee and Formula Atlantic, winning titles in New Zealand and North America.

Keke made his Formula 1 debut in 1978 with the Theodore and ATS teams, and when James Hunt quit part-way through 1979, Keke took his place at Wolf. The team was taken over by Emerson Fittipaldi for 1980, and Keke stayed on as part of the deal for the next two seasons. He then moved to Williams for 1982, winning the drivers' championship despite scoring just one race win, and stayed for three more years before signing with McLaren for his final season at the top level of the sport in 1986.

Over the years, Keke changed little. He was still the feisty little Finn with the bristling moustache, carefully cupped cigarette in his hand, who was very much the master of his art – as he proved in his last Formula 1 race, the Australian Grand Prix at Adelaide.

Keke had won the race the year before, and qualified seventh for the 1986 event in the turbo TAG V6-

engined McLaren MP4-2C. He promised to help team-mate Alain Prost in the Frenchman's pursuit of the title against Williams drivers Nigel Mansell and Nelson Piquet, however.

Keke admitted that he had come to realise that Prost was the greatest driver he had ever seen. “There's absolutely no question about it,” he said. “For me it would be a joke for anyone else to be world champion this year, and I'm going to do everything I possibly can to help him.”

Tyres told the tale of the day. Keke sprinted into the lead, stayed easily out in front and intended to hand the win to Prost to guarantee that he could clinch the title. “I hadn't liked the car in practice at all,” Keke admitted to journalists, “but on race day it transformed itself. I was enjoying myself so much that I really began to wish I hadn't decided to retire!”

Keke's decision was taken out of his hands, though. With 19 laps left, Keke heard a clattering from the back of his car and stopped, convinced that the engine bearings had failed. When he climbed out, he realised the noise was actually a delaminating rear tyre slapping the bodywork.

A brake disc was also about to fail, so his decision to park up and retire was wise. Mansell went on to have an even more dramatic tyre failure on the Brabham Straight which forced him to retire, Piquet was signalled in for a tyre change and so Prost motored on by to win both the race and the title.

Keke's Australian Grand Prix drive, though, had been a Rosberg classic. For a Formula 1 driver who was very much a *naer*, it was the ideal farewell – going out knowing that he could still match and beat the best.

Keke went on to race for Peugeot in the World Sports Car Championship, and later for Mercedes-Benz and Opel in the German DTM touring car series, before hanging up his helmet to manage Mika Hakkinen's career, thereby renewing his McLaren links.

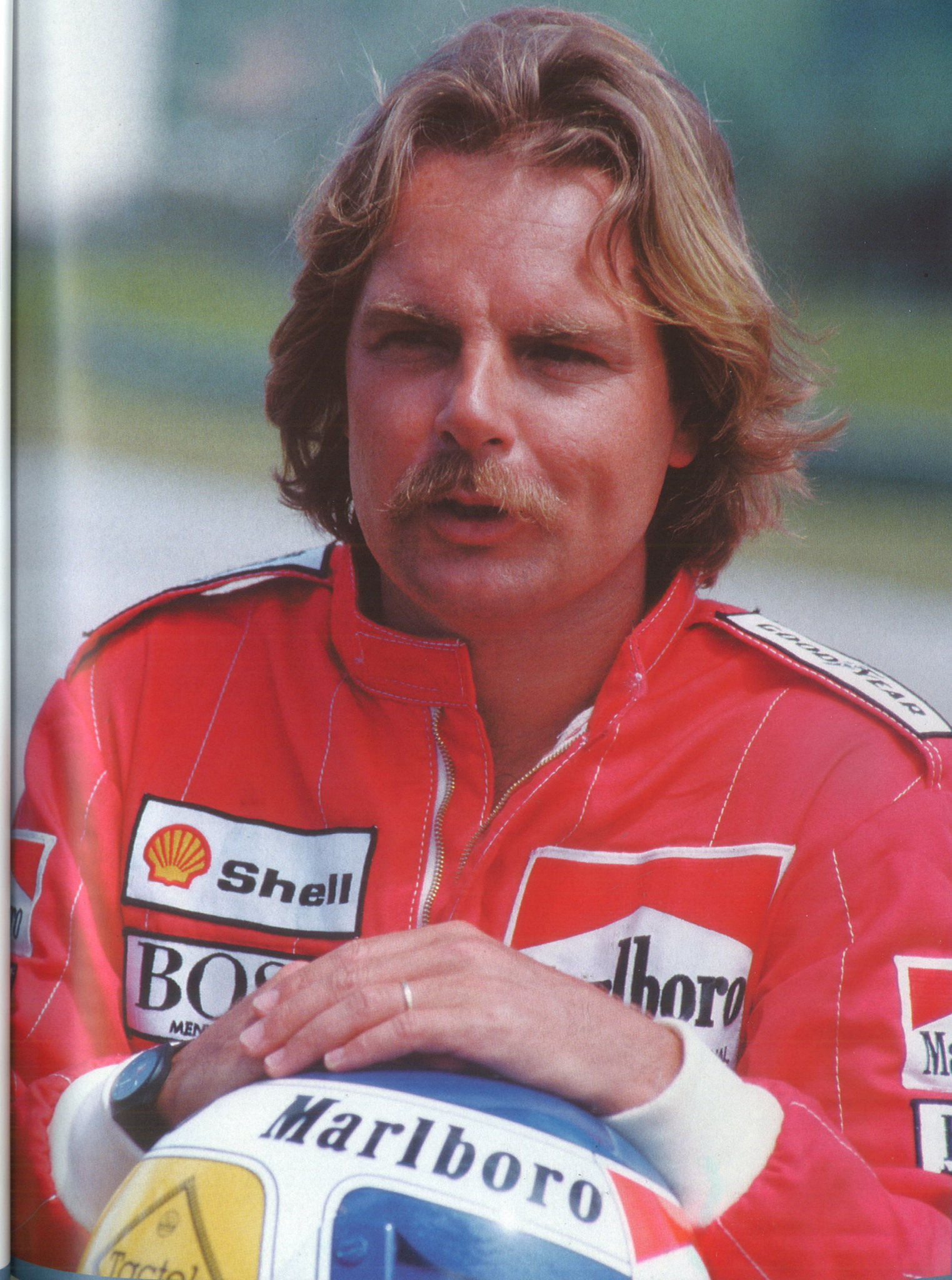
A few summers back I took a photo of Keke Rosberg introducing his young son, Nico, to Jackie Stewart in the paddock. When Keke next came to a race, I showed him the shots. A few minutes later he thanked me. “Nico will be delighted to have a photo of himself with a world champion!”

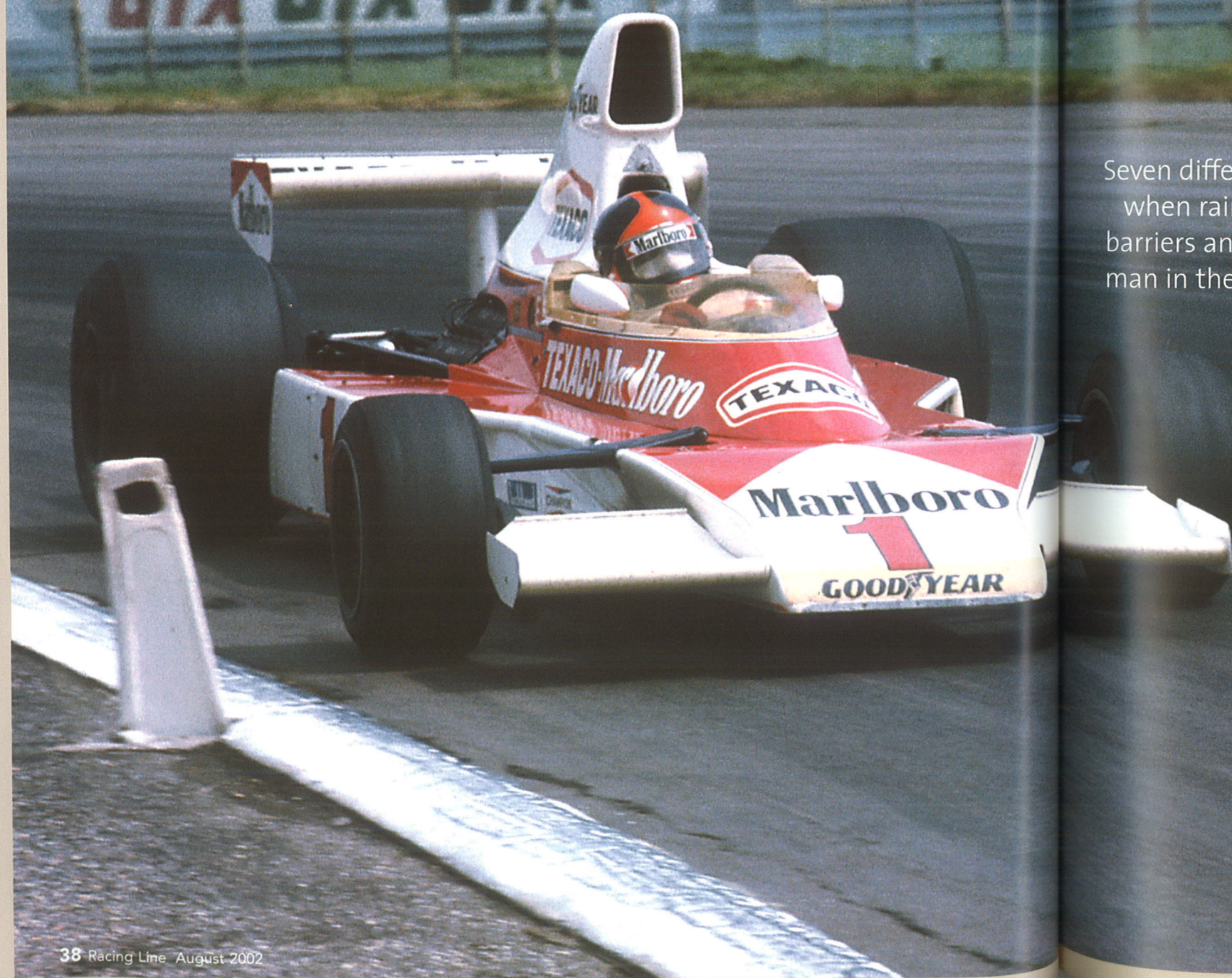
I pointed out the seemingly obvious that Keke had been world champion, but he just chuckled. “Nah. It doesn't work like that... your daddy's just your daddy, isn't he?” Now Nico is 17 and racing successfully in single-seaters. Like father, like son. ■



CURRICULUM VITAE

Born: December 6, 1948
GPs contested: 114
First race: South African GP, 1978
Last race: Australian GP, 1986
World championship points: 159.5
F1 cars raced:
 1978: Theodore-Ford
 1978-'79: ATS-Ford / Wolf-Ford
 1980-'81: Fittipaldi Ford
 1982-'83: Williams-Ford
 1984-'85: Williams-Honda
 1986: McLaren-TAG





SILVERSTONE 1975 A MATTER OF TIMING

Seven different drivers led the 1975 British Grand Prix but, when rain hit with a vengeance, cars skated off into the barriers and the race was stopped, handing victory to the man in the lead at the time, McLaren's Emerson Fittipaldi

WORDS ADAM COOPER PHOTOGRAPHY LAT ARCHIVE



The 1975 British Grand Prix was one of the most extraordinary races ever seen, thanks mainly to the rain that interrupted proceedings twice and finally brought the race to a premature halt. No fewer than seven different drivers led, but the man in front when the race was eventually stopped was McLaren's Emerson Fittipaldi. The Brazilian was not the fastest driver that day, but he was one of the few who was still on the track at the end.

Fans went to Silverstone that year hoping to see a home victory. James Hunt had won the Dutch Grand Prix for Hesketh, while Shadow's Tom Pryce had won the non-championship Race of Champions at Brands Hatch in March. In addition, Tony Brise had found a berth at Graham Hill's team and instantly impressed. These three represented an exciting new generation of home-grown British talent.

There was plenty of opposition,

though, as Niki Lauda had established a solid points lead for Ferrari ahead of Brabham's Carlos Reutemann, whose team-mate Carlos Pace was also looking strong. Then there were the Tyrrells of Jody Scheckter and Patrick Depailler, and, of course, the McLarens of reigning world champion Fittipaldi and Jochen Mass.

Pryce got the weekend off to a good start by taking pole position on a track that featured a chicane at Woodcote for the first time, and the Welshman looked like a hot favourite for the race. Pace started alongside, ahead of the Ferraris of Lauda and team-mate Clay Regazzoni.

The first half of the race provided some fabulous action. Pace led, then Regazzoni took a turn, before Pryce asserted himself in front. Within a couple of laps, however, the Shadow was in the barriers after a sudden rain shower. Scheckter led for a lap, but was one of several drivers to duck in for wet-weather tyres. Others stayed out on slicks and, while they lost ground initially, it proved to be the right decision as the track soon dried again.

Scheckter regained the lead before admitting defeat and returning to slicks – pitstops took a long time in those days, and were a major handicap to any driver's race. Jean-Pierre Jarier's wet-shod Shadow also had a spell in front until, like the others, he was forced to pit again. Hunt had stayed on slicks throughout and now >>

BLAST FROM THE PAST

enjoyed a spell in front, but he was slowed by a broken exhaust. That allowed Fittipaldi to become the seventh race leader, the Brazilian getting ahead on lap 44.

By now dark clouds had begun to gather again, and it was clear that rain would return before the planned finish on lap 67. Indeed, at around the lap 54 mark, it arrived in buckets, hitting Stowe and Club at the far side of the circuit first. Leader Fittipaldi managed to teeter around the corners on the brink of adhesion, but he knew that, this time, a tyre change was inevitable.

"I turned into the main straight, and looked at the clouds moving over to Stowe," Emerson recalls. "I could see the black clouds and showers coming towards the track. I went one more lap, and I felt rain on my visor, so I came and put wets on before anybody else. I was right, and I was lucky that that happened. I remember going back onto the track in really heavy rain. I said to myself, 'I'm going to win this, because I was the first one on wets.'"

Emerson expected his pursuers to follow him into the pits, yet, incredibly, there was almost nobody

left to take up the chase as car after car had sailed off the circuit. Two piles of crashed Formula 1 cars formed, one at Stowe, and one a few hundred metres up the road at Club.

Well down the order after early problems, Brise was the first victim of Club, before second-placed Pace spun off and thumped the sleepers. Then came third-placed Scheckter and fourth-placed Hunt, while four backmarkers added to the growing pile of bent chassis and broken fibreglass.

Others did not even make it past the previous corner at Stowe, with fifth-placed Mark Donohue plus Mass, Depailler and John Watson all taking to the fences. Two corners had claimed 12 cars. Incredibly, none of the drivers were seriously hurt, although one or two took knocks from flying catch fencing posts.

Even on wets, Emerson still found his car a handful, which gave him some inkling of how bad it was for those who had been caught out on slicks. "There were cars everywhere," he says. "Even on wets, it was difficult. I was going down the straight on wets, on full throttle, trying to keep the car

"THERE WERE CARS EVERYWHERE. EVEN ON WETS IT WAS DIFFICULT. THE CAR WAS AQUAPLANING, BUT I WAS IN FIFTH GEAR"

BELOW Emerson Fittipaldi wore his shades for the podium, but the track conditions for the 1975 British Grand Prix were a decidedly different story indeed

in the middle of the track. The car was aquaplaning, but I was in fifth gear, maximum speed. I didn't see anything in front of me. I was just hoping to see Stowe, and have enough time to brake and go through the corner.

"The next thing I saw was an incredibly slow car on the straight. I just missed it by one or two feet; I was lucky I was in the right place. That was Mario Andretti in the Parnelli on slicks, in first gear, trying to go back to the pits. It's only a few years ago that I told Mario 'you were very lucky and I was very lucky!' He never saw me..."

A chastened Emerson came round to finish his 57th lap and was met by a red flag. Officials had decided to call a halt to the race and allow everyone to catch their breath. Incredibly, just five other cars were still on track: Vittorio Brambilla's March, the two Ferraris, Andretti and the Hill of Alan Jones. Like Emerson, all had switched to wets before conditions became impossible.

It was decided that there would be no restart, and the result was taken a lap before the red flag. Emerson was judged to have won the race when he crossed the line in the pit entry as he came in to make his stop on lap 56.

Despite crashing Pace, Scheckter, Hunt and Donohue were deemed to have 'finished' second, third, fourth and fifth. Of the survivors, only Brambilla got a reward with sixth, which seemed a little unfair. Lauda had to be content with seventh.

That was good news for McLaren, and, having boosted his points total to 33, just 14 shy of Lauda, Emerson now appeared to have a chance of hanging on to his world title. But it was not to be. In fact, soggy Silverstone would prove to be the last grand prix victory his career. ■



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EMERSON

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- headphone output and more...
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BITS & PIECES

>NO.0003

THE DRIVER'S SEAT

WORDS BRUCE JONES PHOTOGRAPHY TED HUMBLE-SMITH

If you think that a seat is a seat is a seat, then you would be wrong. Particularly when it comes to the racing seats fitted in each of the West McLaren Mercedes MP4-17s, for these are works of art, tailor-made to perfection for drivers David Coulthard, Kimi Räikkönen and Alexander Wurz.

With each seat having to fit like a glove, no driver can use another's, as every one is made to a driver's precise dimensions so that they can be held tight at all times. This is essential when cornering at 290kph, as any lateral movement leaves a driver having to expend valuable energy supporting themselves against the load.

"McLaren has long acknowledged that the seat is a very important part of a car, and as such we take a lot of time and effort to make sure it is perfect" says Race and Test Team Parts Coordinator Richard Hopkins, who has been crafting seats for the team for 10 years. "With no two drivers being alike, this isn't a part that can be made by machine. Each is individual."

Making a seat can take up to two days. The chassis is lined with tape, then a foam is made from mixing two chemicals from which the mould is formed. These are poured into the chassis, then covered with a layer of latex rubber sheet as the foam expands. The driver climbs in and sits on this hardening foam for up to 15 minutes, then gets out and the latex sheet is removed. What remains is used for making the mould, with any creases filed and air pockets packed with body filler.

"This smoothing is extremely important," Hopkins explains, "Drivers can

feel even a 0.5mm irregularity which, when cornering, can leave them bruised. Some drivers are very particular, but this is good. Indeed, I have to encourage young drivers to be critical, as they're prone to say that it feels fine, but then suffer bruising later on."

Once the mould has been smoothed, a carbon fibre seat is made. It is then covered with Alcantara, a suede-like material. According to individual demands, 2-3mm foam fillets are inserted, usually behind a driver's back or shoulders for extra give. Panniers are included behind the seat back to hold dry ice for races in hot conditions.

Each seat weighs only 4kg, but even this is more than seats used to weigh, as rule changes dictated by Formula 1's governing body, the FIA, dictate that lifting straps must now be firmly attached onto the seat in case the safety crews need to lift a driver out of the car without removing him from the seat itself. An additional carbon fibre board can be inserted behind the driver's head in case of back or neck injury.

So, the drivers' seats may all look very much alike, but they vary in a myriad of ways. And, once a driver is happy with his seat, he will often have seats made from a similar mould year after year. ■

TECHNICAL SPEC

WEIGHT Around 4kg

DIMENSIONS Varies according to each driver's individual dimensions

MATERIAL Carbon fibre with an Alcantara cover

NUMBER PER SEASON Six per driver

TIME FOR MANUFACTURE Up to two days



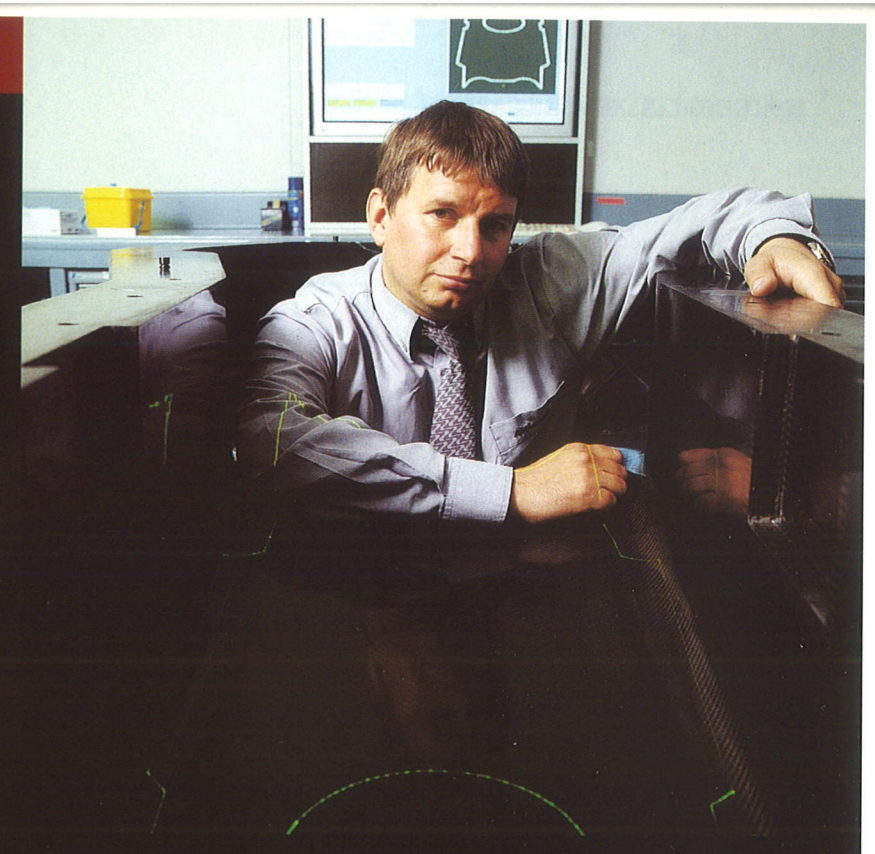
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MARTIN STEDMAN COMPOSITES DEPARTMENT MANAGER

WORDS TOBY WALLER PHOTOGRAPHY STEVE ORINO



What does your job actually entail?

I'm responsible for co-ordinating the Composites Department – how we work internally, and how we liaise with other departments.

Each Monday, we meet to produce a work sheet – a list of parts to be built or modified for the next race or test. From that I brief supervisors for the assembly and laminating sections of the department. We also have an on-line computer list so everyone can see what we require. I also need to look at what we need from other departments to do our job.

Producing the volume of parts needed must be time-intensive?

We do work to some incredibly tight schedules. The job has changed a lot over the years, due to things such as CAD/CAM, better machinery and more people. You turn parts around very quickly at each stage now, and that breeds a method and timescale of doing the job quickly. With a gurney flap, for instance, they could supply a design on Monday, we'd have the pattern made overnight and a mould by Tuesday morning so that, by Wednesday afternoon, we'd have the component trimmed and finished.

Do you still get involved on a hands-on basis?

Not really, although the experience of all our senior staff is useful. There are

so many hurdles to face, you can trip yourself up if you don't keep on top of things. Once the patterns have been made, I know the guys will get on with the job. They're all very proactive and experienced. A lot of my job is just making sure things come together so that they can do theirs.

How did you join this career path?

When I left school I wanted to be a motor mechanic, but I started working for my uncle's company, which specialised in fibreglass, and I did a block release course. Another uncle worked for British Aerospace (now BAE SYSTEMS), and they needed people experienced in composites because they were getting into carbon fibre. I spent eight years at the Weybridge site in Surrey, England, starting out on parts for the Boeing RB211 engines, and eventually getting promoted to supervisor.

When Weybridge closed in 1986, I started looking for other jobs. I had always been into Formula 1, and I knew they used carbon fibre. I wrote to several teams, but the one I wanted was McLaren, because they were the most successful at the time. I joined at the end of 1986 and, with one other guy, who's now a production engineer, we were the sixth and seventh people to make up the composites department.

It's interesting that all the people here have come from different areas,

such as the aerospace industry or other engineering backgrounds. Once you have a good knowledge of composites, you can then use your engineering background to work in this field.

The department's a bit bigger now. How has it grown since you joined?

We've got about 80 people now. I became department supervisor in 1990 and manager in 2000, so I've seen it grow. I'm proud of where we are, but we've done it together. The manager who preceded me was certainly responsible for a lot of the growth and everyone in the department should take credit for it. We're a real team within a team here.

At McLaren, what achievement that you have been directly involved in have you been most proud of?

I suppose the one item that we, as a department, are most proud of is the suspension, which is now almost 100 percent carbon fibre. We've seen it develop from a standard fabricated item in the early 1990s, through just making the tubular track-rods out of carbon fibre to the fact that now most of the suspension is carbon fibre.

Today, even after seven or so years, we're making the parts in a totally different way to then. When you see the suspension arms and realise it's effectively a hollow plastic tube it's really impressive. ■

MODEL PERFORMERS

Model manufacturer Hot Wheels works closely with the West McLaren Mercedes team to make sure that its scale models are an accurate representation of the real thing

WORDS HENRY HOPE-FROST PHOTOGRAPHY MARC BURDEN

RIGHT The finished 1/24th and 1/18th scale models from Hot Wheels are an accurate facsimile of the West McLaren Mercedes MP4-17 – as the detail on this initial prototype demonstrates

BELOW The models are first built in 1/8th scale in Hong Kong and are then adapted in the UK to allow modifications to be easily made to them



Look at any memorabilia or merchandising stand at a Formula 1 race, and it is quite clear that model cars are the essential items for any self-respecting fan to have on their mantelpiece.

Mattel, one of the world's leading purveyors of such items, has joined forces with McLaren in recent seasons to create fantastically accurate models of the MP4 racers. Just how Mattel, through its Hot Wheels brand, produces representations of what are highly sophisticated machines is a subject that requires some further investigation.

It is a fascinating process that starts, naturally enough, when the real West McLaren Mercedes is launched at the start of a new season, as Clive

Downie, Hot Wheels' motorsport marketing manager, goes on to explain.

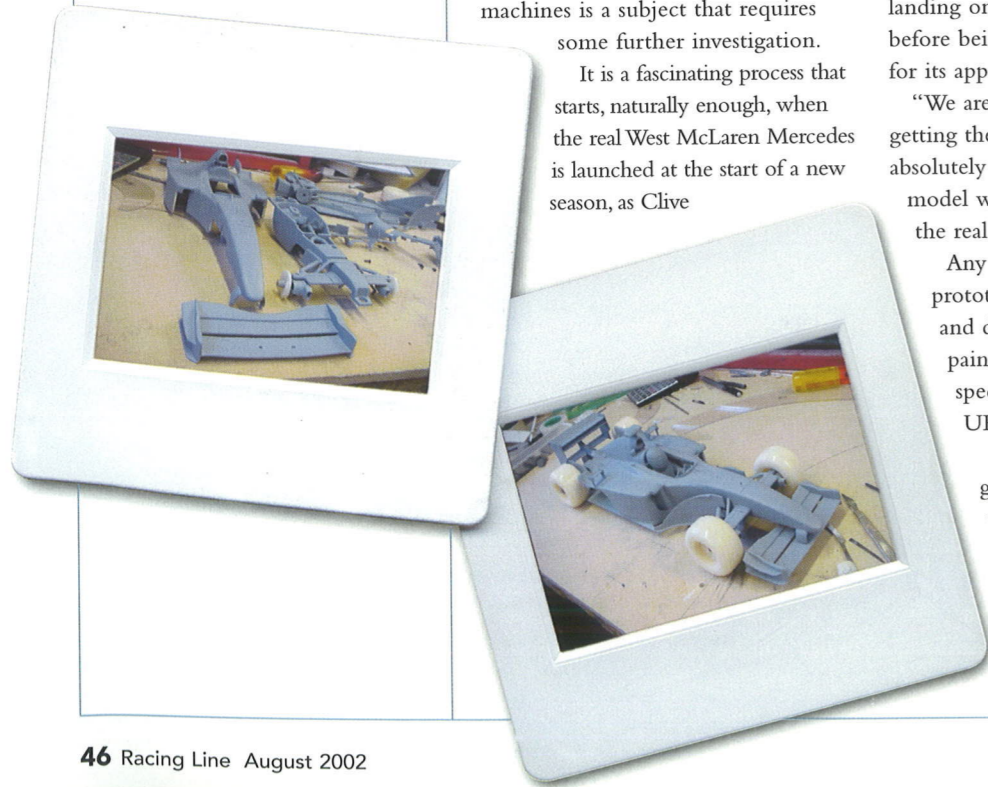
"A team of photographers descend on the West McLaren Mercedes headquarters in Woking, England, to take as many photos as we can after the car is launched," he says. "Shots are taken from every possible angle so that the model makers can get as much detail as possible.

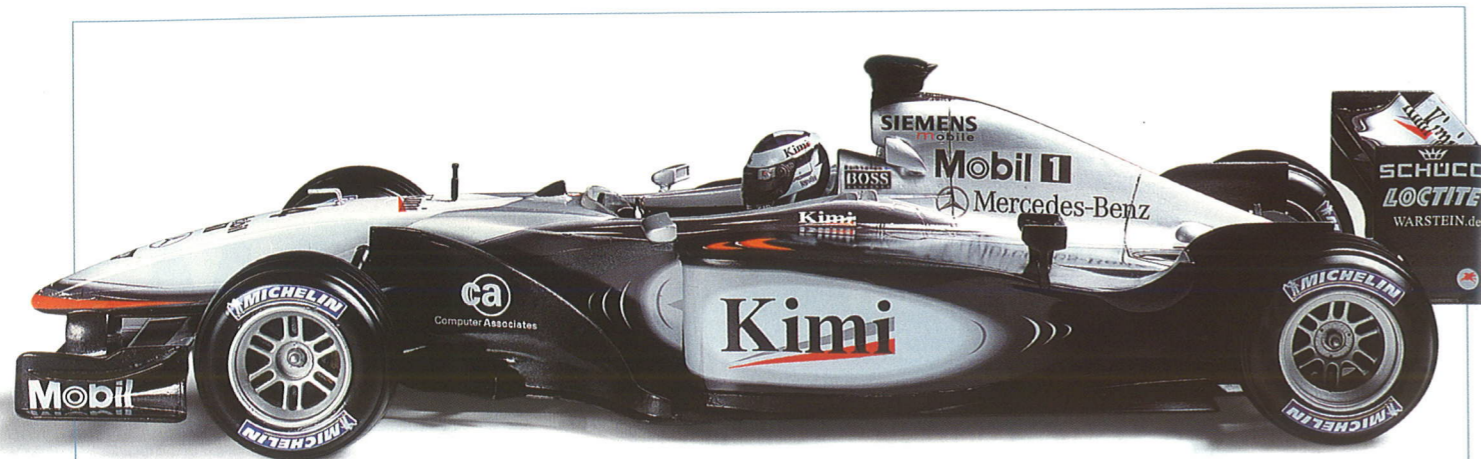
"These are then sent to our Hong Kong design office and a prototype is cast. The initial design is finished within one month of the photos landing on the designers' desks, before being sent back to McLaren for its approval.

"We are both totally focused on getting the shape and branding absolutely right. The livery on the model will be as detailed as it is on the real thing."

Any corrections to the initial prototype – made in 1/8th scale and devoid, at this stage, of any paintwork – are done by a specialist model maker in the UK to save precious time.

When the McLaren team's graphics department is happy that the model accurately replicates the real car's shape and profile, it is then sent to Hong Kong for duplication. >>





"It's only when we have a duplicate prototype that we are ready for the painting process," says Clive.

"We produce a 1/12th scale Paintmaster model for livery approval to make sure every detail is clear. Painting is the most crucial stage of the process. If the colours and livery are wrong, people will turn off.

With any changes to the livery out of the way – again done locally in the UK to avoid delays – a further 90 days of building and testing take place. All, it must be pointed out, punctuated by sampling stages where checks are made for quality control. Only then can the West McLaren Mercedes scale model finally go into production.

Hot Wheels produce a number of different scale models for both adults and children covering the scales of 1/64th, 1/24th and 1/18th.

The logistics of model making mean that it takes six months for models to reach the shops, but Hot Wheels is always looking to further

cut this time delay down to the absolute minimum.

"We won't be happy until we can get the models on the shelves to coincide with the first grand prix of the year," adds Clive.

"It's hard work producing models for McLaren because of the complex colour gradients in the livery, but it's a fantastic challenge and we enjoy working with them because they are such a high-profile and successful Formula 1 team."

Hot Wheels has been producing scale models since 1999 and if the first three years of the relationship are anything to go by, the future looks bright for the collaboration between the company and McLaren. Look out for them at a model shop, toy shop or supermarket near you. ■


BELOW In meetings with the McLaren team's graphics department, the livery and shape of the finished article is closely inspected. Only then does it get their total approval



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POSTCARDS FROM GIRONA, SPAIN

West McLaren Mercedes driver Kimi Räikkönen jumped at the chance to spend a day riding motocross bikes near Girona in Spain and gave his camera to a friend to catch the best moments of an action-packed, high-octane day



The machinery is lined up. I have my special Kimi-liveried open-face motocross helmet and it's very nearly time for action



There's never a moment to rest on a motocross bike. The bumps tire your legs, and as for coming in to land from jumps...



A morning spent charging around on a motocross bike leaves you wanting a break as it exercises certain muscles in a way that driving a Formula 1 car does not. But there are plenty of stories to tell about this very different form of sport



I ponder what lies ahead, but it's not all new as I've been riding motorbikes since I was very young



I make a last check of the gloves to be sure that I will be able to grip the throttle and brake even when I'm off the ground



Jumping is the part of motocross that is most different from driving a Formula 1 car. And it's the part that's the most fun!



Fellow Finn and Event organiser Juka Jalonen gives his opinion of my riding as we take a break for some much-needed lunch



After lunch comes a little siesta in the heat of the day. Well, we are in Spain, so we have to do as the locals do...



Right, you've got only eight seconds to refuel my quad and change all four tyres. No, don't worry, I was only joking



This television cameraman is lining up alongside the course, waiting to catch me kicking up the dirt when I come flying by



Of course, I was only making the jumps just to impress the photographers and to make sure that they got some spectacular photographs! Actually, the jumps going uphill are the easy ones. It's the ones going the opposite direction that are harder



Riding the quad-bike at speed over the sandy course is entirely different from charging around on two wheels. For starters, you can sit down, but you still have to lean your body to help it around the corners. And, as for the understeer...



Finally, time to dismount after a fantastic day and to start thinking about driving my West McLaren Mercedes MP4-17 again



LAP DISTANCE 3.975 KM
 RACE LENGTH 306.075 KM
 NUMBER OF LAPS 77

RACE TIMETABLE

FRIDAY AUGUST 16

11.00-12.00:
Formula 1 practice session one
 13.00-14.00:
Formula 1 practice session two

SATURDAY AUGUST 17

09.00-09.45:
Formula 1 practice session three
 10.15-11.00:
Formula 1 practice session four
 13.00-14.00:
Formula 1 Qualifying Session

SUNDAY AUGUST 18

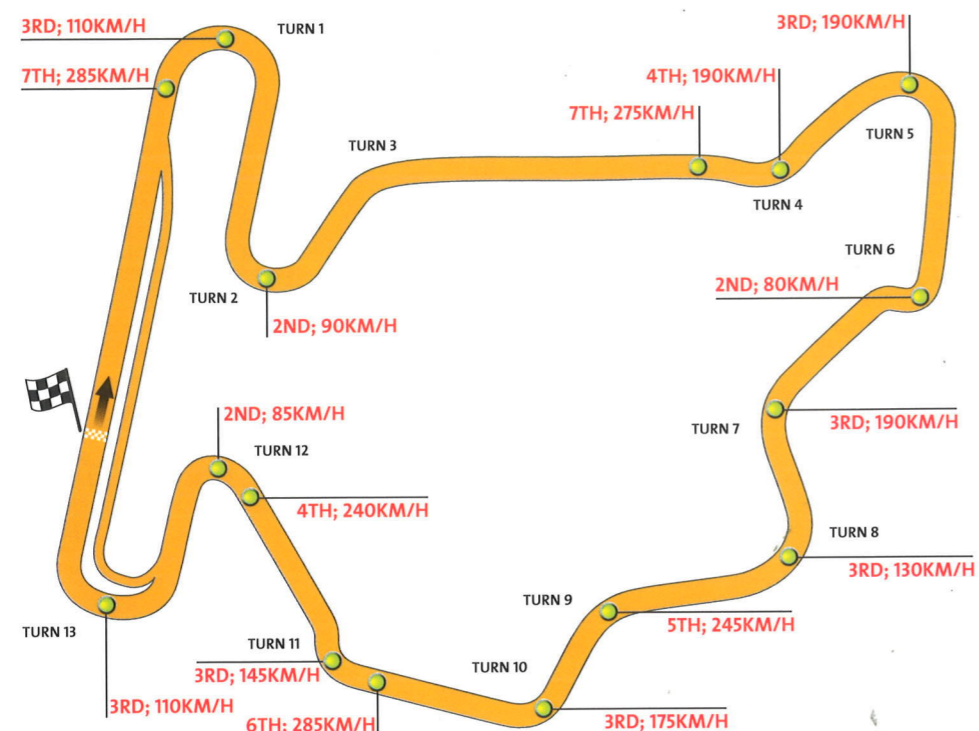
09.30-10.00:
Formula 1 warm-up
 11.10-11.30:
Formula 1 Drivers' Parade
 14.00:
2002 Hungarian Grand Prix

FURTHER INFORMATION



For general information on the Hungarian Grand Prix, you can visit the Hungaroring's official website, www.hungaroring.hu

PREVIEW AUGUST 16-18, HUNGARORING HUNGARIAN GRAND PRIX



Hungarian locals make up much of the crowd for the Hungarian Grand Prix, but the race is also a popular fixture with Finnish Formula 1 fans

GRAND PRIX INFORMATION

The Hungarian Grand Prix has been a regular fixture on the Formula 1 calendar since its debut in 1986, and it is one of the best-attended events of the season, with spectators attracted by the additional temptations of Hungary's nearby capital city, Budapest.

The first few grands prix held at the Hungaroring were marred by a lack of organisation, but these problems have long been sorted. Indeed, the only criticism levelled at the track these days is its tight and twisty nature, which makes overtaking extremely difficult and can make for processionary races once the run to the first corner on the opening lap has passed.

Due to the enthusiasm of local race fans, however, and the hordes who arrive, in particular from Finland and Germany, the Hungarian Grand Prix remains an integral and popular part of the Formula 1 schedule.

McLAREN'S RACE HISTORY

The McLaren team has been extremely successful at the Hungaroring, having won nearly a third of all the races that have taken place there. With five victories to its credit, McLaren is the second most successful constructor around the Hungarian circuit.

McLaren's first Hungarian Grand Prix win came in 1988, courtesy of Ayrton Senna in the dominant MP4/4. The Brazilian then went on to score two more wins at the Hungaroring circuit in 1991 and 1992.

Mika Häkkinen got McLaren back up to the top step of the Hungarian Grand Prix podium with a dominant win in 1999, backing it up with a second victory in 2000.



PREVIEW AUGUST 30-SEPTEMBER 1, SPA-FRANCORCHAMPS BELGIAN GRAND PRIX

LAP DISTANCE 6.967 KM
 RACE LENGTH 306.575 KM
 NUMBER OF LAPS 44

RACE TIMETABLE

FRIDAY AUGUST 30

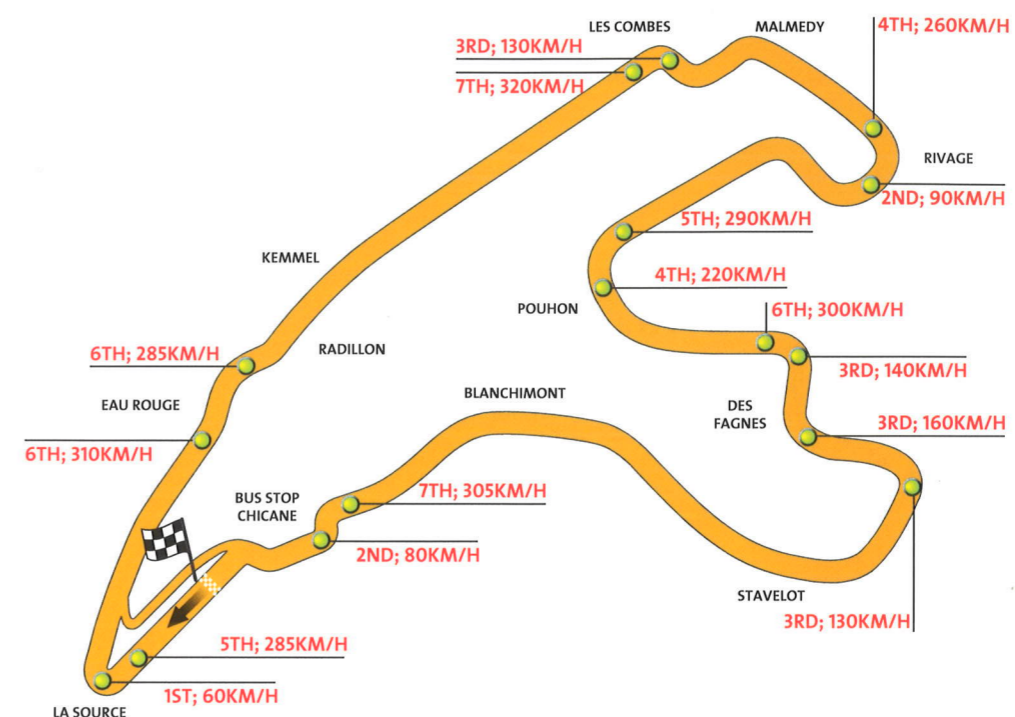
11.00-12.00:
Formula 1 practice session one
 13.00-14.00:
Formula 1 practice session two

SATURDAY AUGUST 31

09.00-09.45:
Formula 1 practice session three
 10.15-11.00:
Formula 1 practice session four
 13.00-14.00:
Formula 1 Qualifying Session

SUNDAY SEPTEMBER 1

9.30-10.00:
Formula 1 warm-up
 11.15-11.30:
Formula 1 Drivers' Parade
 14.00:
2002 Belgian Grand Prix



The Spa-Francorchamps circuit is one of the most challenging tracks on the modern Formula 1 calendar, thanks to its fast, flowing layout

GRAND PRIX INFORMATION

Belgium has hosted a grand prix since 1950, using three different tracks: Spa-Francorchamps, Nivelles and Zolder. Spa-Francorchamps is the grand prix's current home, having taken over from Zolder on a full-time basis in 1985.

The idea of a track next to the quiet Ardennes village of Francorchamps, up the hill from the nearby town of Spa, came from Jules de Thier, manager of the newspaper *La Meuse* and Henri Langlois van Ophem of the Royal Automobile Club Belgium. They reckoned the triangle of roads connecting Stavelot, Francorchamps and Malmedy would make an excellent circuit on which to race.

It was a popular venue through the 1950s and '60s, but safety concerns meant that the 14.1km circuit was replaced by the current circuit, which uses the top part of the original track joined by a linking loop for a permanent track. In an era of sanitised tracks, however, it still remains one of the unique challenges for any grand prix driver.

McLAREN'S RACE HISTORY

The McLaren team has won nine times in Belgium, with its first ever world championship victory being scored on the original Spa circuit in 1968 by founder Bruce McLaren. Emerson Fittipaldi won six years later at Nivelles, followed by John Watson's victory at Zolder in 1982.

Alain Prost and Ayrton Senna dominated the event at Spa-Francorchamps from 1987 to 1991, while David Coulthard and Mika Häkkinen kept up the McLaren team's success with victories in 1999 and 2000. Mercedes-Benz also won in Belgium, when Juan-Manuel Fangio triumphed in 1955 at the wheel of the W196.



FURTHER INFORMATION



For further information about the Belgian Grand Prix, visit the circuit's official website on www.spa-francorchamps.be

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IF I'M HONEST LORIS CAPIROSSI

The Italian MotoGP bike rider for the West-backed Honda Pons outfit visited the West McLaren Mercedes team at Monaco, and talked about his love of Formula 1, his own car racing and the current MotoGP season

WORDS ADAM COOPER ILLUSTRATION ALDO BALDING

How closely do you follow Formula 1?

I watch the races on television at home in Monaco. I've been to the Monaco Grand Prix quite a few times, but I've also been to races at Monza, Imola and Barcelona. Monaco is the most spectacular of all, because the track is so incredibly narrow. The driver is more important than the car. I also know David Coulthard, Mika Hakkinen, Alex Wurz, and the Italian drivers, Giancarlo Fisichella and Jarno Trulli, because they also live in Monaco and I meet up with them a lot.

You've driven a few racing cars – how much experience do you have?

I've done two Porsche Supercup races. At Imola it was very wet and I finished sixth, but at Monza I went off. I got a good start and tried to overtake a few cars under braking. One guy touched me and I went on the grass. I've also done a few rallies. I like cars a lot, but compared to motorbikes, it's very different. Finding the limit with a car is a bit easier. On a motorbike if you make a mistake, you have a big accident! Anyway, my heart is in motorbikes. When I drive cars, it is just for fun.

You've also tried out some single-seaters?

In 1994, I tried a Formula 3000 car at Vairano in Italy. It was a good test, and I was 0.2 seconds off the lap record. One of my friends has a big collection of Formula 1 cars, and I tried his ex-Jean Alesi Ferrari at Misano. Formula 1 is unbelievable – like a go-kart, but with a lot of power! Going quickly is not as easy, though. In 1994 my sponsor actually tried to push me towards Formula 1. When a lot of motorcycle riders stop they often race cars, maybe touring cars or sportscars. Maybe I'll do it for fun one day, to stay in the same world.

How did you get started in bike racing?

I started on two wheels when I was four years old. My father had a lot of motorcycles, and I knew [bike racing legend] Giacomo Agostini, who was a hero of mine, very well, because my father knew him. I stayed on in motocross until I was 14, then moved to the track. I took two Italian championships, and I won races in the European championship, and then I went to the world championships and won at my very first attempt.

How is your 2002 season going?

This is a transition year for MotoGP, because it's the first time that we have the 1000cc four-stroke bikes. Our team has two-stroke, 500cc bikes. The difference is too big, and this is a problem. On some tracks the four-stroke bikes are much faster. We're trying to do our best to finish in the top three in the points, but maybe next year we have a good opportunity to try to win again.

How important would it be to add the overall MotoGP title to your collection?

It's my dream to try and win a world championship title in MotoGP. It's very important for me, because I've won 125cc, I've won 250cc, so to finish my career by winning all classes is the best way.

Is there one victory you enjoyed more than any other?

Normally every time you win a race you enjoy it. It's always like winning for the first time. But after the race you start thinking about the next one, and you start working from zero and concentrate on winning again. ■

"I LIKE CARS A LOT BUT, COMPARED TO MOTORBIKES, IT'S VERY DIFFERENT. FINDING THE LIMIT WITH A CAR IS A BIT EASIER"





Team McLaren members enjoyed great hospitality at the British Grand Prix, despite the wet weather



GREAT BRITISH HOSPITALITY

WORDS JULIE GATES PHOTOGRAPHS LAT, HOCH ZWEI

The Team McLaren enthusiasts' club played host to 250 of its members during the course of the British Grand Prix weekend on July 5-7.

A marquee was situated at the Indoor Karting Arena close to the circuit's famous stadium section, providing members with hospitality, use of private facilities and a welcome shelter from the infamous British weather, which dampened the course of the weekend on several occasions.

A Kimi Räikkönen West McLaren Mercedes showcar was on display for photographic opportunities, while budding racing drivers were also given the chance to hone their skills in the Daytona Karting Centre, which was reserved exclusively for Team McLaren members throughout the weekend, with a shop located there selling the latest range of West McLaren Mercedes merchandise.

Every morning, a traditional English breakfast was also provided, with

snacks made available throughout the rest of the day.

"We provided members of Team McLaren with the opportunity to enjoy the British Grand Prix in comfort, without having to endure the typical English weather," Team McLaren co-ordinator, Stephanie Desborough explained after the event.

To round off the weekend, those attending on Saturday and Sunday were treated to a question and answer session with West McLaren Mercedes team personnel. Members were kept up-to-date with the latest happenings within the paddock and were able to ask questions about the race weekend and future developments in the team.

All-in-all it turned out to be an enjoyable weekend for everyone who attended what is undoubtedly one of the most popular events on the Formula 1 calendar. ■

"WE PROVIDED MEMBERS OF TEAM McLAREN WITH THE OPPORTUNITY TO ENJOY THE BRITISH GRAND PRIX IN COMFORT, WITHOUT HAVING TO ENDURE THE TYPICAL ENGLISH WEATHER"

COMPETITION

WIN AN OFFICIAL MAC AND LAUREN T-SHIRT!

This month we are giving two lucky Team McLaren members the chance to win an exclusive *Mac and Lauren* t-shirt to mark the launch of the books. To win this superb prize, all you have to do is send the answer to the question below to Team McLaren, Admail 622, Woking, Surrey, GU21 1WH by August 30.

Question:
HOW MANY RACES AT THE INDIANAPOLIS CIRCUIT HAVE THE McLAREN TEAM WON, AND IN WHICH YEARS?



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COMPETITION WINNERS

WRITING COMPETITION

In the run-up to the British Grand Prix, the Team McLaren section of the official www.mclaren.com website held a competition to write about your favourite memories of the event. Congratulations, then, to Amanda Tubb, whose submission was the best of the entries received.

Amanda Tubb, UK

I have some great photographs and video footage of my sister and myself kitted out in our West McLaren Mercedes and David Coulthard-inspired dresses at the British Grand Prix in 2000. Obviously the memories from this day are caked in mud, freezing cold and unfortunately missing out on the drivers parade in the vintage cars.

However, the journey to and from Silverstone was trouble free and we were in place wrapped up in our West McLaren Mercedes and David Coulthard Flag / Fleece combos by 6:30am!! To top off a great day out, we got to see DC on the top step of the podium. (A better end to race day than our trip to Hungary last year!!!)

SIGNED HALF-SIZE HELMET WINNER

Well done to David Taylor of Bicester, England, who has won the half-size David Coulthard helmet, signed by the man himself from our June issue. He identified that David has won 11 races for West McLaren Mercedes. The half-size helmet is on its way to him right now.

LETTERS

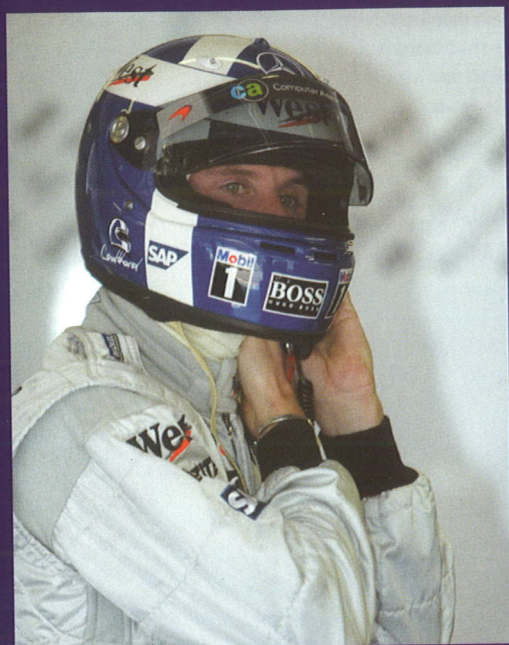
Send your letters to Team McLaren, Admail 622, Woking, Surrey GU21 1WH

★ STAR LETTER WHAT A STAR OF DAVID

Fantastic!! The only word to describe the fun that we had at last week's Silverstone test. The Team McLaren hospitality, the thrill of the cars on the circuit, the exhilaration of a bird's-eye view of the track from a helicopter, all topped off by meeting David Coulthard in person.

What a true gentleman and professional he is. Not only do you have one of the best Formula 1 drivers around, but when it comes to meeting the fans, he is head and shoulders above the rest.

After a day's hard work he took the time to sign autographs, have his photo taken with the fans and chat to all those who questioned him. And all done with a calm, confident manner which made those of us who talked to him feel as important as he is. *Marion & Bernhard Anderson, Longfield, England*
We've always said that David is a star! - Ed



BRITISH GRAND PRIX TEST THANKS

Shown below (and above) is just a small selection of the hundreds of letters we received after the pre-British Grand Prix test at Silverstone. Obviously, we're delighted that you all had such a good day - Ed

■ What a week for a West McLaren Mercedes fan! First of all, David placed his MP4-17 on the front row in Monaco, then, on Sunday, he gave us a win in what was, without question, the best drive of his career. Inch perfect for 78 laps. Beautiful.

As if that were not enough, going to the test the next week with Team McLaren at Silverstone. Pitlane walkabouts, paddock visits and a long talk with David - the nicest driver in Formula 1. Then, seeing lots of old friends, Team McLaren members and staff. A really memorable week for a long-time McLaren fan. *John Prosser, London, England*

■ Just a few lines of thanks for taking care of me whilst I attended the Team McLaren hospitality this year at Silverstone. I thoroughly enjoyed the whole day, especially the pitlane walkabout. It is not often, if ever at all, that you can get so close to the team whilst they are working, let alone be allowed in the pitlane while

the track is open for testing. P.S. Where can I get a pair of the shoes used by the West McLaren Mercedes team? They look fantastic. *Neil Jenkins, Birmingham, England*

■ Many thanks to all at Team McLaren for giving us a wonderful day at Silverstone. I would never have imagined that we would have been allowed to be in the pitlane when it was 'live' and stand inches from David Coulthard's car as it was pushed into the garage. All your efforts on our behalf are really appreciated. *Pamela Deponio, Edinburgh, Scotland*

■ Just a quick note to thank you for your hospitality at the test on Thursday. As usual, we had a first-class day. We thoroughly enjoyed ourselves and even managed to get an autograph from David. We're now waiting for our photographs to re-live the day. *Elaine, Ian and Christopher Doocey, Cornwall, England*



WOKING FACILITY VISIT

I would like to thank all at Team McLaren for giving me one of the most memorable weeks of my life. Last weekend I was lucky enough to go on a tour of the West McLaren Mercedes facility in Woking, which is a must for any true fan of the team. We arrived a bit early, which gave us a wonderful chance to take photos of the cars and trophies in the reception area.

When the full group arrived we received a very comprehensive tour of the trophy room and the rest of the facility. I was very impressed by our guide's knowledge, and inside we had the opportunity to get close to the cars and see how they are built.

Then, just a week later, David goes on to win the Monaco Grand Prix. It was definitely the best race of the season so far - I had sweaty palms and my heart was beating so fast I didn't think I would make it to the end.

An outstanding performance by him and the team. This is why I am proud to be a West McLaren Mercedes fan. *Malcolm Hooper, Bideford, England*

GREAT BITS & PIECES

Congratulations on your new series, Bits & Pieces. I think this close-up look at parts of the West McLaren Mercedes MP4-17 is a fascinating chance to get under the skin of the team. Keep up the good work. *Gilles Bernard, Etrétat, France*

IN THE NEXT ISSUE

COSMOPOLITAN COCKTAIL

DAVID COULTHARD GETS A TASTE OF LIFE IN NEW YORK IN THE RUN-UP TO THE SAP UNITED STATES GRAND PRIX



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